JANUARY-FEBRUARY, 1968

THE Signalman's JOURNAL

IN THIS ISSUE

HEALTH & WELFARE BENEFITS IMPROVED

NEWS FROM CANADA

NOTICE TO RETIRED MEMBERS

REACH AGREEMENT WITH LONG ISLAND

RETIREMENT BENEFITS TO BE INCREASED

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454
12301A

From Edison research comes another new source of power

A new 2.5 volt, 1300 a.h. add-water, carbon battery (for railway signaling services) with these important advantages:

- Lower price than any other comparable battery now on the market.
- Ability to sustain continuous currents up to .250 amps.; and greater reliability over a wider range of temperatures.
- Less weight—which means lower shipping cost.
- Easier, quicker activation.

Very briefly, these advantages are the result of a discovery by Edison research engineers for utilizing exclusive, feather-weight fibers for the removal, as crystals, of the battery's discharge reaction products. • There are many more pertinent details on the Edison Crystalaire Battery in our new Bulletin PB 1120. We will be glad to send you a copy on request.

MEMBER RPI RAILWAY PROGRESS INSTITUTE

THOMAS A. EDISON INDUSTRIES
PRIMARY BATTERY DIVISION • BLOOMFIELD, N. J. 07003

McGRAW EDISON

The battery and ½

Now you can buy nickel-iron batteries directly from us.

And get all the benefits of sales and service from the experts. From now on nickel-iron signal batteries will be sold by Exide Railroad Specialists. And, since we are the only maker of nickel-iron batteries, we've learned quite a bit about this type of packaged power during the last 50-plus years.

You already know the proven reliability of the nickel-iron battery in signal service. No battery can take the electrical abuse a nickel-iron battery can. Things like accidental shorting, over discharging, even reverse charging. And it's made entirely of steel. No battery lives as long as a nickel-iron battery.

If you still don't know why we call our nickel-iron battery a "battery and ½" call your Exide Railroad Specialist. Or write: Industrial Group, ESB Incorporated, Box 5723, Philadelphia, Pa. 19120.

World leader in packaged power.

ESB | Exide®

It's never too early to start saving their hearts

Help your children form good health habits now to reduce risk of heart attack later:

- Encourage normal weight; obesity in youth may persist throughout life;
- Build body health through regular physical activity;
- Serve them foods low in saturated fats;
- Teach them that cigarette smoking is hazardous to health;
- Make medical check-ups a family routine.

Set a good example. Follow the rules yourself and guard *your* heart, too.

GIVE...SO MORE WILL LIVE HEART FUND

Contributed by the Publisher

GRAND LODGE DIRECTORY

C. J. Chamberlain, President
2247 Lawrence Ave.
Chicago, Ill. 60625

P. T. Drummond, Sec'y-Treasurer
2247 Lawrence Ave.
Chicago, Ill. 60625

Jesse Clark, Pres. Emeritus
4829 N. Damen Ave.
Chicago, Ill. 60625

Vice Presidents

R. T. Bates
Interstate Trust Building
1130 16th & Lawrence Streets
Denver, Colorado 80202

C. S. Chandler
2224 Kentucky Ave.
Paducah, Kentucky 42001

M. B. Frye
2247 Lawrence Ave.
Chicago, Ill. 60625

T. H. Gregg
Mail Address: Box 528
Bristol, Tenn. 37620
Telegraph Address:
Abingdon Highway
Bristol, Virginia

G. Orndorff
220 South State St.
Chicago, Ill. 60604

B. H. Steuerwald
400 First Street, N.W.
Washington, D.C. 20001

Grand Lodge Representatives

W. W. Altus
220 South State St.
Chicago, Ill. 60604

J. T. Bass
2247 Lawrence Ave.
Chicago, Ill. 60625

W. D. Best
2247 Lawrence Ave.
Chicago, Ill. 60625

A. N. Cotton
2525 Portage Ave., Suite 204
Winnipeg 12, Man., Canada

H. A. Stockdale
Room 508 Crescent Bldg.
1411 Crescent St.
Montreal 25, Que., Canada

J. W. Walsh, Jr.
2247 Lawrence Ave.
Chicago, Ill. 60625

Board of Trustees

Wm. H. Lewis, Chairman
523 E. Third St.
St. John, Kans.

W. D. Wilson, Secretary
8 Andrew Place
Fair Lawn, New Jersey

C. R. Scott
Room 508, Crescent Bldg.
1411 Crescent St.
Montreal 25, Que., Canada

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

2247 Lawrence Ave., Chicago, Ill. 60625

JANUARY-FEBRUARY, 1968

Vol. 49, No. 1

IN THIS ISSUE

President's Message 4

C.N.R. Training Plan 5

Legislation Pending To Improve Railroad Retirement Benefits 6

Determine Your Rights Under F.E.L.A. 8

News From Canada 9

Health And Welfare Benefits To Be Improved 10

Unions Ask For Cooperation Between Brotherhoods And Management 13

How To Buy 14
By Sidney Margolius

Your Washington Reporter 16
By R. E. Porter

Forty and Fifty-Year Membership Pins Available 17

Pace Setting Agreement Reached With Long Island 20

Local Lodge News 22

Notice To Retired Members 26

Obituary 27

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.
The Signalman's Journal is published monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.

A Message From President C. J. Chamberlain

THE PAST FEW WEEKS HAVE seen a few developments which we are pleased to report to our membership.

On December 28, 1967, after several months of negotiations, we signed an agreement on the Long Island Rail Road which included substantial gains in wages and fringe benefits for our Long Island membership. The most important phase of our Long Island Agreement was the substantial increase in the wage structure of the various skilled classifications. The agreement is a big step toward giving our membership on the Long Island Rail Road a wage structure similar to that in other comparable skilled trades in outside industry. In addition, it places our membership on this carrier among the highest paid in the railroad industry, which is the ultimate goal of our program to be initiated in the near future in behalf of our entire membership.

* * *

We are also pleased to report to you our successful efforts, in cooperation with other labor organizations in the railroad industry, in signing a new health and welfare agreement disposing of our October 31, 1967 Health and Welfare Notice. The text of the agreement signed on January 11, 1968, in Washington, D. C., which is reported elsewhere in our Journal, provides increases in hospital and surgical benefits for our membership and their dependents. In addition, life insurance for active employes is increased from $4,000 to $6,000, and a $4,000 accidental death and dismemberment provision is included for all active employes. Unquestionably, the signing of this agreement represents major gains for our members and members of all other organizations covered under the new master health and welfare contract.

* * *

While the foregoing matters were being progressed within the last few weeks, we have also experienced some events which have been of a rather distasteful nature. I refer to efforts on the part of another labor organization to invade the jurisdiction of the Brotherhood of Railroad Signalmen on certain properties. It is indeed unfortunate when we have to spend any of our time in fighting an attempt of another labor organization to invade our jurisdiction. In each case, however, the members of the Brotherhood of Railroad Signalmen supported our Signalmen's Organization all the way. We deeply regret the occurrence of such jurisdictional disputes, however, let me assure you that we will take whatever action is necessary in each and every case to protect the jurisdiction and representation rights of the Brotherhood of Railroad Signalmen. We sincerely hope that such instances will not recur because they serve no useful purpose and can only result in retarding the progress of our labor organizations and our efforts to gain just recognition for our membership.

President C. J. Chamberlain

* * *

On December 27, we submitted a proposed Section 6 Wage Notice to our General Chairmen for their approval prior to serving it on March 1. I am pleased to report that we have received almost unanimous approval of the Notice, and accordingly, we are making preparations to serve the Notice on the nation's carriers on March 1, 1968. The content of the Notice will be reported in the March issue of The Signalman's Journal.

* * *

On December 11, 1967, our Committee met with the National Railway Labor Conference Committee in Chicago on our September 1, 1967 Travel Sickness and Disability Insurance. In a busy, full day session, our Notice was fully discussed with the Carriers' Committee and we expect to resume conferences on this Notice in the near future.

* * *

Our experience with Arbitration Board 298 Award and its application on many properties continues to be discouraging. We are finding that many carriers are making every effort to circumvent the intent and meaning of the Award. In addition, in a number of instances carrier representatives are deliberately making extensive changes in their organizational structure to avoid applying the Award, which in the first place was grossly inadequate in its provisions for granting away from home expenses to our membership. In the last few days, interpretations issued by the Board have further deteriorated the situation to the point where your Grand Executive Council has now found it necessary to advise many of our General Chairmen not to accept any part of the provisions of Section II of the Award. It is readily evident from our experience with Arbitration Board No. 298 that arbitration proceedings are not the answer to resolving disputes. Our membership can rest assured that in future handling of any matters, true collective bargaining will be the only means utilized by our Brotherhood. We will continue in our efforts to salvage what we can from the Arbitration Board Award, however, we are not satisifed nor will we be satisfied until our membership is granted the same treatment and consideration that is granted employes in practically all other industry when away from home—i.e., actual necessary expenses.

* * *

Since our last report to you, your Executive Council has considered several candidates for appointment to a Grand Lodge Representative position with primary duties in connection with our Signalman's Journal. After considerable deliberation over a number of prospective candidates, your Executive Council selected Brother Joseph W. Walsh, Jr., to fill the assignment at Grand Lodge Headquarters, effective January 15, 1968. Brother Walsh served as Local Chairman of Local No. 5 on the New York, New Haven and Hartford Railroad, and also as General Secretary-Treasurer of the

General Committee. We are confident that Brother Walsh will do a commendable job and will prove to be a valuable asset to our Grand Lodge staff.

* * *

While the close of 1967 and the beginning of 1968 carried with it certain developments which for the first time in a number of years could give us a feeling of optimism, let us not forget for one minute that our long uphill climb will not be easy. In the near future we will be faced with many challenges. We are prepared to meet them, and we need your wholehearted support in our endeavors.

1967 Supplemental Annuity Payments Under RRA Subject To Federal Income Tax

ALL PERSONS WHO received supplemental annuity payments from the Railroad Retirement Board in 1967 are reminded that such payments are taxable under Federal income tax laws. To assist these persons in filing their current Federal income tax return, the Board will prepare individual statements reporting the total amount of supplemental annuities paid to each person who received this type of benefit in 1967. These statements will be mailed early in February 1968.

The Board points out that all other benefits under the railroad retirement and unemployment insurance systems are exempt from Federal or State income taxes in the United States. Consequently, regular retirement benefits or survivor benefits under the Railroad Retirement Act and unemployment or sickness benefits under the Railroad Unemployment Insurance Act should not be reported on a person's 1967 tax return.

Signalmen On CNR Win Skill Differential Pay

Our Brotherhood has been successful in negotiating skill differential payments for members we represent on the Canadian National Railway. It is expected that future negotiations will result in all Canadian members receiving the skill differential afforded C.N.R. signal employes.

In our last contract negotiations,

we requested a 20 percent wage increase for skilled classes. The Conciliation Board turned the request down but following the strike, the railways agreed to a "Wage and Job Classification Study" with an aim of eliminating inequities. The railways agreed that signal maintainers, signal mechanics and higher classifications were skilled workers.

After extensive studies were conducted, the C. N. agreed to pay employes working in the above named classifications a five cent an hour skill differential effective July 1, 1967, and an additional five cents an hour effective January 1, 1968. Further negotiations led to agreement that maintainers and mechanics would receive an additional four cents an hour skill differential on January 1, 1968, plus an additional four and three-tenths cent an hour increase on July 1, 1968.

All the increases named above are in addition to the 24 percent wage increase won for Signalmen and other "NonOp" employes in the general negotiations. These additional increases will result in signal maintainers and mechanics receiving an hourly wage of $3.193 as of July 1, 1968. The rate for signal foremen at the present time is $700.07 a month. The carriers are presently considering a proposal that foremen be given free board.

Our members on the Toronto Terminals, and Alberta Railways are covered by the CNR Agreement. Applications have been made to the Ontario Northland & Toronto and the Hamilton & Buffalo Railways for similar increases. The Canadian Pacific has also been requested to grant its signal department and in addition, to re-classify certain gang and shop jobs and eliminate step rates for signal maintainers.

Grand Lodge Representatives H. A. Stockdale and A. N. Cotton represented our Brotherhood during the negotiations leading up to the CN Agreement and are continuing their efforts to extend the agreement to all BofRS members in Canada.

"Oh, Boy! From now on I can go back to sleep when the alarm clock rings!"

C. N. R. Training Plan

THE RULES GOVERNING the Signal Training Program on Canadian National have been revised by agreement dated January 12, 1968. Where the former rules required a four-year training period, the new rules call for training to be completed in two years. The starting rate for Apprentices is increased from $2.494 to $2.55, and the top rate for the class, $2.77, will be reached in two years instead of four. Instruction will be given in school rooms situated at the headquarters of the five Regions, and the new rules provide for travel time and expenses to be paid to employes traveling to and from classes. Under the revised rules, new employes will commence their training during their probationary period whereas under the former rules new employes completed their probationary period before being eligible for training.

In addition to the basic signal training, the Company and the Brotherhood have agreed in principle on an additional training plan to cover more advanced signal equipment and techniques such as Solid State Coding Systems, Hot Box Detectors, A.F.O. Equipment and Circuits, and other types of new equipment which are rapidly coming into use. Training on this type of equipment and circuits will be on a voluntary basis and available to all employes presently in the service and all new employes who complete the basic signal course. It is anticipated that this training will not get under way before the end of 1968, and in the meantime rules will be developed to govern this voluntary training plan.

Pending Legislation To Make Important Changes In Railroad Benefit Programs

LEGISLATION IS NOW (JANuary 1968) pending before Congress which would make important changes in the railroad retirement and unemployment insurance laws. (The proposed legislation, which will undoubtedly be enacted into law, is the subject of an agreement between the standard railroad unions and railway management.) The following questions and answers explain how the proposed amendments will affect railroaders and their families. They also explain how the recently enacted social security amendments affect persons covered by the railroad retirement system.

1. *Social security benefits will be increased as a result of recent amendments. Does the proposed railroad retirement legislation provide increases for railroaders?*

Yes. The proposed amendments provide increases in railroad retirement benefits. As a result of the social security amendments and the proposed railroad retirement amendments, every person on the Railroad Retirement Board's rolls will receive an increase.

2. *How much will the benefit increases amount to?*

The increases will generally range from $10 to $21 for retired employes and from five dollars to $17 for wives and survivors. The amount of a beneficiary's increase will generally be somewhat smaller if he is also receiving a social security benefit. However, the minimum increase will be $10 for most retired employes and $5 for most wives and survivors (before any reduction for early retirement, when applicable).

3. *Is there a certain percentage by which benefits will be increased?*

No. The amount of the increase in an annuity will be related to the average monthly earnings on which it was based. Benefits will generally be raised 10 percent more than the amount by which a social security benefit based on the same earnings is increased by the recent amendments.

4. *What other changes will the proposed amendments make in the railroad retirement law?*

The most important other changes are: (a) Benefits will be available for totally disabled widows who are aged 50 or older and (b) the earnings limitations for disability annuitants will be liberalized.

5. *How would the earnings limitations for disability annuitants change?*

The amendments would increase the amount that disability annuitants could earn in a year without loss of benefits. Earnings under $2,500 would be permitted, compared with $1,250 under current law. Also, regardless of the annuitant's earnings in the year, his benefit could be paid for months in which he earned $200 or less, compared with $100 or less under the present law.

6. *How will the railroad unemployment insurance program be affected?*

There will be a number of major changes under the proposed amendments: (a) A higher benefit rate schedule will go into effect, with a maximum daily benefit of $12.70 compared with $10.20 under the old law; (b) sickness benefits will be payable for longer periods to employes with 10 or more years of railroad service who are under age 65; (c) the amount of earnings needed in a calendar year in order to qualify for the following benefit year will rise from $750 to $1,000; and (d) maternity benefits, as such, will no longer be payable, but illness related to a pregnancy will be covered on the same basis as other sickness.

7. *What are the chances of the proposed legislation becoming law?*

The amendments are almost certain to pass because both railroad labor and management have already agreed on the changes.

8. *In what ways do the recent social security amendments affect persons covered by the railroad retirement system?*

The most important ways are: (a) Persons on the Board's rolls being paid under a special guaranty and most wives will receive increases in their railroad retirement benefits (see q. 9), (b) survivor annuitants and retired employes and wives paid under the social security guaranty will have a higher earnings ceiling, (c) the monthly limit on creditable and taxable railroad compensation was raised effective January 1, 1968, (d) a new schedule of railroad retirement taxes is established, and (e) the medicare program is improved.

9. *What persons on the Board's rolls will receive increases as a result of the social security amendments?*

They include: (a) Families paid under a special guaranty that their railroad retirement benefits will be 10 percent larger than the social security benefits that would be payable if railroad service had been covered by social security, and (b) wives who can receive higher benefits because the social security amendments had the effect of raising the maximum annuity that can be paid to a wife under railroad retirement law.

10. *What is the new limit on the amount that can be paid to the wife of a retired railroader?*

The maximum wife's annuity goes up to $104.50 in February 1968. It will rise further to $112.20 in January 1969 and to $115.50 in January 1970.

11. *How did the limit on taxable railroad earnings change?*

The monthly limit on creditable and taxable railroad earnings went up from $550 to $650 effective January 1968. Substantially higher benefits will be payable in the future because of the higher limit on creditable earnings.

12. *How does the new railroad retirement tax schedule differ from the old?*

The following table shows the scheduled railroad retirement tax rates for employes and employers under the old and new laws. The amounts shown include the medicare tax.

Year	Old law (percent)	New law (percent)
1968	8.90	8.90
1969-70	9.65	9.55
1971-72	9.65	9.95
1973-75	10.15	10.40
1976-79	10.20	10.45
1980-86	10.30	10.55
1987 and later	10.40	10.65

13. *How much can survivors earn*

(cont'd on next page)

under the new law without losing benefits?

Survivor beneficiaries can earn as much as $1,680 a year in nonrailroad work without loss of benefits. A deduction of one dollar in benefits is made for each two dollars of earnings between $1,680 and $2,880 and for each one dollar in earnings above $2,880. There are no deductions for months in which the beneficiary earns $140 or less or is not actively self-employed. As before, these restrictions on nonrailroad work apply only to beneficiaries under age 72.

14. *What changes were made in the medicare program?*

Some of the most important changes are:

(a) Medical insurance benefits can be paid on the basis of an itemized doctor's bill, whether or not the bill has been paid.

(b) 60 additional days of hospital care are provided, with the patient sharing the cost at $20 per day.

(c) Hospital diagnostic services for outpatients will be covered by the medical insurance plan instead of the hospital insurance plan.

(d) Benefits will be payable for part of the costs of durable medical equipment and outpatient physical therapy treatment.

Because of these improvements and the higher cost of supplemental medical insurance, premiums will be increased from three dollars to four dollars beginning in April 1968.

15. *When will the higher benefit rates for persons on the Board's rolls go into effect?*

Under the pending legislation, the higher rates for retirement and survivor benefits will take effect at the same time as the new social security rates—that is with payments made in March for the month of February.

16. *When can I expect to see the increases reflected in my benefit check?*

The Board expects to complete most of the adjustments in time to be included in the April 1 checks.

17. *How can I find out how much the increase in my annuity will be?*

The Board asks its beneficiaries to be patient and to wait until notified by the Board about the amount of their increase. This will help to speed up the adjustments. Of course, if a beneficiary is in urgent need of this information, he can obtain help at the nearest field office of the Board.

18. *When will the proposed changes in the unemployment and sickness benefit programs go into effect?*

Generally, on July 1, 1968.

Live a Little Longer

Potency of 'Pot'

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

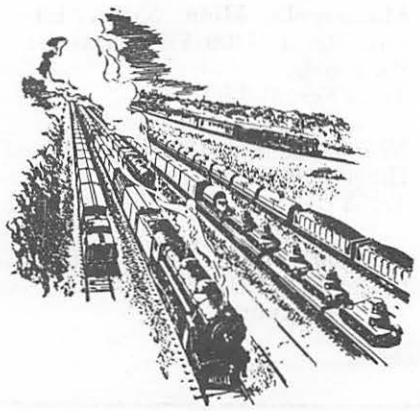
RECENTLY THE HEAD OF the Food and Drug Administration spoke before the students and faculty of the University of Minnesota. At a press conference afterwards, he was asked whether marijuana is a more dangerous drug than alcohol.

It is unfortunate that certain sentences in what someone says are singled out as indicative of his entire thought. Obviously Dr. Goddard believes alcohol does more harm in the world than marijuana. I rather agree with him, although we do not have all the facts to support such a conclusion.

I have high regard for Dr. Goddard, and I am certain he should not be accused of encouraging delinquency and the smoking of "pot" by our young people, despite what the press reports. The latest statement I have seen by Dr. Goddard is as follows:

"The statement that marijuana may not be more hazardous than alcohol can be misleading to those who are not familiar with the hazards of alcohol. It is estimated that there are 11,000 deaths from alcohol each year—and most experts regard that as a conservative figure.

"The research on marijuana and its effects is still extremely deficient and we must know a great deal more about its effects upon the individual. Whether marijuana is a more dangerous drug than alcohol is debatable—I don't happen to think it is."



Dangerous aspects

Irrespective of how marijuana compares with alcohol, there is fairly common agreement among the experts that marijuana is not without its dangers. It is not to be played with. Whether or not smoking marijuana cigarettes leads to the use of LSD or heroin, or other more harmful drugs—and there is evidence that it has—it at least leads "pot" smokers to associate with irresponsible individuals who do use addictive drugs.

An official of the British government recently reported to the House of Commons that 97 percent of heroin addicts known to the Home Office had a history of using marijuana. In present patterns of drug abuse, marijuana is often the first drug to be used.

It is true that much of marijuana used in cigarettes in the USA is of such a weakened variety of the weed that the risk of real harm is perhaps slight. But if one were to acquire the stronger variety, now grown in North Africa and coming into the USA, serious results can occur.

Marijuana Potency

Marijuana potency or strength depends on where the plant is grown, the method of cultivation, how long it was stored and methods used in extracting the resin—tetra-hydrocannabinol. At present the potency of marijuana cannot be determined by chemical analysis. Those who smoke it are at the mercy of where it originated and how it was processed.

Attempts to limit the use of marijuana are certainly called for, especially since relaxation of controls would probably lead to greater importation and use of the more potent preparations, with a resultant increase in its side effects.

According to a professor at the University of Southern California, marijuana is an unpredictable drug, used by unpredictable people, with unpredictable consequences. Too often the use of such drugs as marijuana grows out of the desire for a crutch to lean on—a desire to escape life's problems. It is to be avoided by everyone.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. JA 6-1564

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. HA 1-5411

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. 385-3601

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg. Bldg.
Tel. AMherst 4-0346

news from Canada

NEW YEAR'S MESSAGE
by Donald MacDonald,
Acting President, Canadian Labour Congress

THE YEAR JUST CONCLUDED has been a highly significant one for the Canadian trade union movement. Figures released by the Department of Labour a few weeks ago showed that union membership is at an all-time high. The growth of the Canadian Labour Congress was recorded as consistently above the national average and for the first time membership in our Congress has passed the million-and-a-half mark.

This naturally gives cause for some satisfaction to those associated with the labour movement; but it is no cause for complacency. There are still far too many Canadian employes without the protection and benefit of their own organization; and, at the same time, our movement is confronted with challenges which call for the greatest strength we can muster.

One of the most serious of these is the threat to the whole process of collective bargaining through the introduction of compulsory arbitration and other methods of legal and technical hindrance to the collective bargaining process. These proposals for restriction of the fundamental rights of workers and for third-party determination of wages and conditions, which can only be democratically determined between labour and management, will never be acceptable to the trade union movement.

While a number of important contract gains were made by many of our unions during 1967, the economic outlook remains far from clear. A wave of lay-offs and an upward movement in the unemployment index are giving cause for concern.

Not only have individual workers and their families been affected but entire communities have been placed in jeopardy. The action of the Dominion Steel and Coal Corporation in abruptly and cold-bloodedly announcing its intention of abandoning its Sydney, N.S. operation is a blatant example of the immoral disregard of social responsibility found in some large corporations. The shock of this event was closely followed by heavy lay-offs on both major railways. In all these situations it was once again the workers and their communities who were expected to pay the price of action taken by others whose primary, if not sole concern was with profits.

These developments give new emphasis to the importance to society as a whole of the position adopted by the labour movement maintaining that the so-called "Residual rights of management" cannot be absolute. Workers and communities have rights, and corporations cannot be allowed complete freedom to violate those rights at will.

As the labour movement looks back on 1967 we unfortunately find little cause for rejoicing in the field of legislative progress. The housing situation, which has been a Canadian problem for so many years, became even more critical. The year has provided new evidence that the least has been done for those with the greatest need. The Canadian Labour Congress has planned nation-wide activities during the coming months in an effort to make a contribution toward the crying need for low-cost housing.

At the same time, we are deeply concerned about indications that there may be still further delays in the long-overdue introduction of a national medicare program. We find the federal government practically inviting the provinces to refrain from participating in the program which has been so firmly promised to the Canadian people.

Even in the briefest review of 1967 it is impossible to ignore the international situation. The year has been marked by an even further widening of the economic disparities between the "have" and the "have not" countries and thus an increase in the continuing threat to the development of understanding and the maintenance of peace. The year was one in which we witnessed new outbreaks of open conflict and a failure to end such tragedies as the war in Vietnam. The threat not only to peace, but to the very existence of mankind, has continued. Certainly, in the year ahead we must all devote ourselves with renewed energy toward the relief of these tensions.

To forecast our prospects for 1968 is a hazardous undertaking. Despite the seriousness of many situations now confronting us we should be able to look to the years ahead with some confidence.

Ours is a country still rich in natural and human resources. We have a population which has demonstrated increasing skill and ability to meet the needs of a modern industrialized society and a remarkably high percentage of young people who are just now preparing to make their contribution.

The efficient use of these and other resources, in a manner designed to bring the greatest benefits to the greatest number, can assure Canada of a truly bright future.

Agree On Increased Health & Welfare Benefits

Travelers Group Policy No. GA-23000 Revisions Give Employes and Dependents Broader Health & Welfare Coverage.

AN AGREEMENT WAS SIGNED in Washington, D. C., on January 11, by the National Railway Labor Conference and the Standard Railroad Labor Organizations to vastly upgrade and broaden benefits payable to employes and their dependents who are covered by Travelers Group Policy No. GA-23000.

President C. J. Chamberlain represented our Organization during the negotiations leading up to the agreement. After signing the document, he pointed out to the Journal that major improvements were made in the policy as follows:

- Hospital expense benefits increased from $500 and 80 percent of coverage to $1,000 and 80 percent of coverage.
- Hospital confinement benefits increased from 120 to 180 days.
- In-hospital doctor calls increased from a maximum of 120 to a maximum of 180.
- Polio benefits increased from $5,000 to $10,000.
- Major medical benefits increased from $5,000 to $10,000 and retention of the $1,000 restoration feature each year plus full restoration if recovery is complete.
- Active employes will receive an accidental death and dismemberment benefit of $4,000 in addition to the $6,000 group life insurance.
- Increases in maternity benefits.
- Broadened hospital definition to include certain hospitals which do not now qualify.
- Coverage for dependent students up to age 25 and also for dependents who are disabled prior to attaining age 19 for as long as disability continues.
- Increased time for emergency out-patient hospital care from 24 hours to 72 hours.
- Increase hospital, home and office calls by 50 percent effective March 1, making hospital and office calls $6 and home calls $7.50 (still restricts home and office calls for employes as previously outlined and does not provide for home and office calls for dependents although they can be included in the computation of major medical benefits). It does apply to hospital calls for both employes and dependents.

Best Plan Yet

Your Brotherhood believes the revisions to Group Policy GA-23000 gives our membership the finest health and welfare protection enjoyed by anyone under any plan. The agreement leading up to the increased benefits reads as follows:

AGREEMENT

THIS AGREEMENT, made this 11th day of January 1968 by and between the participating carriers listed in Exhibits A, B and C, attached hereto and hereby made a part hereof, and represented by the National Railway Labor Conference and the Eastern, Western and Southeastern Carriers' Conference Committees, and their employees represented by the Railway Labor Organizations signatory hereto, witnesseth:

IT IS AGREED:

Article I—Joint Policyholder Committee

For the purpose of representing the parties to this Agreement in carrying out the objectives specified below, there is hereby created a committee, designated the Joint Policyholder Committee, consisting of the Chairman of the National Railway Labor Conference, the Carriers' Conference Committees signatory hereto, and representatives of the labor organizations signatory hereto.

Article II — Amendment of Group Policy Contract GA-23000

In accordance with an understanding had with The Travelers Insurance Company on December 20, 1967, the Joint Policyholder Committee will arrange for amendment and enlargement of Group Policy Contract GA-23000, to provide, for the employees and dependents identified in Articles III and IV hereof, benefits which have been agreed upon for a period of two years from and after March 1, 1968, as follows:

(a) such additional and improved benefits as necessary to provide the most favorable of each of the benefits provided under any of the national group policy contracts covering operating or nonoperating employees, and

(b) certain further benefit improvements, including an increase from $4,000 to $6,000 in the life insurance for employees in active service, provision of hospital benefits through a broadened definition of hospitals, and a 50% increase in the schedule of payments for doctor calls.

Article III—Coverage for Employees and Dependents

1. Coverage will be provided for Qualifying Employees, for the Dependents of Qualifying Employees, and for Retired Employees, for the classes of benefits specified in Paragraph 5 of this Article III.

2. Qualifying Employees will be those employees who are now or would become Qualifying Employees under Article II of any of the existing national group policy contracts. Subsequent to February 29, 1968, employees who shall have completed 30 days of continuous active service with the same signatory railroad within the coverage of an Exhibit to the group policy contract shall be Qualifying Employees as of the first day of the first calendar month after completing such service and shall be insured as of such first day if they shall have rendered compensated service in the preceding month. The principles of Paragraphs 5 and 6, and Paragraph 7 where contained, of Article II of the existing national group policy contracts, and of existing notes to and interpretations of such Article II, will be applied.

3. Dependents of Qualifying Employees will be as covered by the several existing national group policy contracts covering railroad employees, broadened to include certain children of the employee 19 but less than 25 years of age who are full-time students, and certain chil-

dren of the employee who became disabled before attaining the age of 19 years.

4. Retired Employees will be as defined in the several existing national group policy contracts covering railroad employees, provided that the definition of Retired Employee appearing in the group policy contracts covering operating employees will apply exclusively with respect to those who first become retired employees subsequent to February 29, 1968.

5. Coverage under the policy contract will be provided as follows:

For Qualifying Employees of non-hospital association railroads—

certain life insurance, accidental death and dismemberment benefits, and hospital, surgical and medical benefits (including benefits with respect to on-duty injuries).

For Qualifying Employees of hospital association railroads—

certain life insurance and accidental death and dismemberment benefits only. (The hospital, surgical and medical benefits for such employees will be those provided by the hospital associations; benefits with respect to on-duty injuries will be paid for by the railroads.)

For Dependents—certain hospital, surgical and medical benefits.

For Retired Employees—certain life insurance. Insurance for Qualifying Employees will be on the basis of the qualifying employee having rendered compensated service or received vacation pay in the preceding calendar month, except for disabled employees, and except that three-month extension of coverage will be provided for furloughed employees under the principles appearing in the existing national group policy contracts. Coverage will be included for employees and dependents, whose coverage would otherwise cease through termination of existing national group policy contracts, to the extent that such employees and dependents would continue to be covered by such policy contracts if such policy contracts were to remain in effect. Coverage will be provided for disabled qualifying employees in groups which may subsequently come under the policy contract in situations in which such employee groups had no coverage which would provide benefits after the effective date of coverage under Group Policy Contract GA-23000 in relation to disabilities existing prior thereto.

6. If a hospital association ceases operation or otherwise becomes unavailable to all the crafts or classes of employees represented by an organization (including withdrawals from a hospital association by an organization signatory hereto), the hospital association railroad shall thereupon become a non-hospital association railroad with respect to the organizations involved for purposes of Group Policy Contract GA-23000 and Article V of this Agreement. The Joint Policyholder Committee will take appropriate steps to provide uninterrupted benefits for the employees involved.

Article IV — Scope of Amended Group Policy Contract; Termination of Existing Group Policy Contracts

1. The Policyholder of Group Policy Contract GA-23000 will be enlarged to include all participating carriers signatory hereto and the operating employee organizations signatory hereto, and the employees to whom the policy contract applies will include all employees represented by such organizations as shown on Exhibits A, B and C hereto.

2. The existing national operating employee group policy contracts to which the carriers and the operating employee organizations signatory hereto are parties will be terminated as of February 29, 1968, subject to the obligation of the respective insurers, as provided in such contracts, to provide benefits after their termination.

3. Appropriate arrangements will be made for reinsurance, in the discretion of the Joint Policyholder Committee.

Article V — Amounts Transmitted by Participating Railroads

1. Commencing March 1, 1968—

(a) Each participating non-hospital association railroad will transmit to the insurer, each month, the sum of $30.24 ($30.50 less 26¢ for railroad administrative costs) for each Qualifying Employee who rendered compensated service or received vacation pay in the preceding month.

(b) Each participating hospital association railroad will transmit to the hospital association $9.25 or the hospital association dues, whichever is less, each month for each Qualifying Employee who rendered compensated service or received vacation pay in the preceding calendar month, and the dues of Qualifying Employees will be offset by that amount; will provide for a three-month extension of hospital association coverage for Qualifying Employees while on furlough, either through arrangements which the railroad may make with the hospital association or, in the absence of such arrangements, by paying the furloughed employees' full dues for up to three months; will provide for the treatment of on-duty injuries; and will transmit to the insurer $19.58 ($30.50, less the sum of the following amounts: $9.25 representing hospital association dues, 25¢ to finance the furloughed employee coverage specified above, $1.24 in relation to on-duty injuries, and 18¢ for railroad administrative costs) per employee per month.

2. On any enlargement of the Policy to include an additional group of employees, and on any enlargement to change the status of a railroad from a hospital association railroad to a non-hospital association railroad, if the employee groups involved had not been covered by another health and welfare plan or hospital association arrangement which will provide benefits on and after the effective date of the enlargement in relation to disabilities which commenced prior thereto, the railroad involved will transmit to the insurer such pick-up premium as the insurer may charge under the provisions of the policy contract.

Article VI — Special Accounts

All special accounts maintained in connection with each of the several existing group policy contracts to which any of the participating carriers signatory hereto are party with respect to their employees as shown on Exhibits A, B or C, will be combined into a single account. Commencing March 1, 1968, such account will be drawn upon to the extent of $3.40 per employee per month to supplement the amounts which participating railroads transmit to the insurer. The Agreement of January 18, 1955, as amended, will be further amended as necessary to provide for such combination and withdrawals and to accommodate the provisions of group policy contract GA-23000 as it will be amended.

Article VII — Financing of Group Policy Contract

1. Commencing March 1, 1968, the group policy contract will be financed from the amounts transmitted to the insurer as provided in Article V and the amounts

withdrawn from the special account as provided in Article VI.

2. The Joint Policyholder Committee will meet with representatives of the insurer prior to March 1, 1970 for the purpose of reviewing experience under the policy contract and making appropriate financial adjustments of dividend accruals and other credits. If the funds available are inadequate to provide the benefits specified in the policy contract, during the forthcoming policy contract period, and the Joint Policyholder Committee and the insurer do not reach agreement under which the policy contract can be continued, the policy contract will terminate, Feb. 28, 1970.

Article VIII — General Provisions

Court Approval

1. This Agreement is subject to approval of the courts with respect to railroads in the hands of receivers or trustees.

Effect and Duration of This Agreement

2. This Agreement supersedes the provisions relating to health and welfare benefits and the financing thereof in existing agreements between the parties hereto.

3. This Agreement is in full and final settlement, as between the parties hereto, of the following notices served by the following labor organizations on a national basis so far as such notices relate to health and welfare matters:

Brotherhood of Railroad Trainmen — July 3, 1967
Order of Railway Conductors and Brakemen — September 1, 1967
Brotherhood of Railway, Airline and Steamship Clerks — September 18, 1967
Brotherhood of Locomotive Firemen and Enginemen — October 13, 1967
Cooperating Railway Labor Organizations — October 31, 1967
Switchmen's Union of North America — November 1, 1967

of the notice served on a national basis by the railroads November 1, 1967, and of any other pending notices relating to health and welfare benefits or the financing thereof, and shall remain in effect until changed or modified in accordance with the provisions of the Railway Labor Act as amended. No notices relating to these matters shall be served to become effective prior to March 1, 1970. If no agreement is reached prior to March 1, 1970, the railroad payments provided for in this agreement shall be continued until changed or modified under the provisions of the Railway Labor Act, and the Joint Policyholder Committee will make arrangements to provide such benefits as can be financed from such payments.

SIGNED AT WASHINGTON, D. C., THIS 11th DAY OF JANUARY, 1968.

(signatures omitted)

Joseph W. Walsh Appointed Grand Lodge Representative

JOSEPH W. WALSH WAS APpointed to a Grand Lodge Repre-

sentative's position at Grand Lodge headquarters, Chicago, with primary duties connected with our Signalman's Journal, effective January 15, 1968. At the time of his appointment, Brother Walsh was serving as Local Chairman of Local 5 and Secretary-Treasurer of the New Haven General Committee.

Brother Walsh was born October 27, 1924 in Providence, R. I. and commenced his career in the New Haven's Signal Department in December, 1942 as a signal helper. He served in the U.S. Air Force from 1943 to 1946 and with the 14th Air Force in China and India.

Brother Walsh resumed his signal career in 1946 and worked many positions on the Boston and Providence Divisions. At the time of his appointment to Grand Lodge, Brother Walsh was Foreman at New London, Conn.

He served Local 5 as Local Chairman for 14 years and was Secretary-Treasurer of the New Haven General Committee for six years.

The Officers of Grand Lodge join Brother Walsh's many friends in wishing him well in his new position at Grand Lodge headquarters.

G.N.-C.B.&Q.-N.P.-S.P.&S. Members Protected by Merger Agreement

AN AGREEMENT FOR the protection of our Brotherhood members in the event of a Great Northern Pacific and Burlington Line merger, was signed on January 18, 1968. President C. J. Chamberlain stated that the protective conditions contained in the agreement are far more liberal than those normally prescribed by the Interstate Commerce Commission in rail merger cases and the National Washington Job Protection Agreement.

Guarantees of life-time jobs and earnings are afforded members of our organization. In addition, qualified employes furloughed since January 2, 1966 will be recalled to service after consummation of the merger of these railroads.

The agreement provides that signal employes are protected against layoffs, except under emergency conditions resulting from floods, snow storms, or the like; or from reduction in pay, except in the event of a fall off in business if the decline in total ton miles and revenue exceeds five percent. The agreement provides for increase expense money and longer paid periods of free time are given for house hunting and family relocation as a result of merger connected transfers.

The merged railroad is given the right to transfer work, make changes in service facilities or operations resulting from the merger and to rearrange seniority through negotiations in order to provide an ample pool of qualified employes.

Any dispute arising over application of the agreement will be resolved by machinery set up in the agreement.

Brotherhoods Cite Need For

Cooperation Between Unions and Management

RAILROAD UNIONS RECENTLY urged creation of a top level labor-management committee to "build a new era of harmony and cooperation" in their industry. They did so after signing with railroad managements the first uniform health-welfare plan covering nearly 1,500,000 American railroaders and dependents.

Both developments were announced by G. E. Leighty, chairman of the Railway Labor Executives' Association, which speaks for 23 rail labor organizations. A joint union committee negotiated the new health-welfare plan with the National Railway Labor Conference, representing nearly all the nation's railroads.

The health-welfare plan is expected to result in the largest private insurance policy in the world, with yearly premiums of about $220 million, Leighty said. Total cost will be paid by the railroads.

Existing health-welfare plans will be consolidated, with substantially improved benefits, Leighty said. Payments will amount to $33.90 per month an employe, he said. Travelers Insurance Co. will be the primary insurer.

In urging a top level labor-management committee, the RLEA unions said the goal should be "new attitudes and new policies." They cited five new labor policies as especially needed to create "an era of productive, uninterrupted and profitable service."

"Let us make 1968 a year of cooperation, not of strife, in this industry," the RLEA statement said. The statement reads as follows:

"This week we are negotiating with the railroads, represented by the National Railway Labor Conference, a uniform national plan for improved health and life insurance benefits for the employes we represent. Last month the Association of American Railroads agreed with us to seek jointly from Congress substantial improvements in Railroad Retirement and Railroad Unemployment Insurance benefits.

"We believe this approach should be carried further. Now is the time to build a new era of harmony and cooperation between labor and management in this vital industry. The industry needs it and the nation needs it.

"To this end, we in railway labor call on management to appoint a committee of railroad presidents and other leaders to meet with us. The goal of these meetings should be new attitudes and new policies. In our view the proper new policies include:

"1. Negotiate prompt good-faith settlements of disputes over wages and working conditions in line with the employes' needs. Stalling instead of bargaining has been a frequent management strategy in past railroad disputes. It is shocking that during the 1966-67 shopcraft dispute, extending over more than a year, less than seven hours of direct negotiations took place. In other current disputes, involving rail "operating" unions, the railroads have used injunctions suits as a stall, in ways that the U. S. Court of Appeals found were illegal refusals to bargain in good faith. Good labor relations flow from honest bargains, not from court injunctions or government-imposed settlements.

"2. Implement in good faith the labor agreements that are signed nationally by the railroad negotiators. Except for the implementation of general wage increases, we have found for at least the past decade that as soon as a national agreement gets down to the individual railroads for implementation, management officials often start trying to chip away at it, instead of applying it in full. In many cases their aim seems to be to turn a "major" dispute, supposedly settled, into a host of "minor" disputes (grievances), in which the employes have no right to strike.

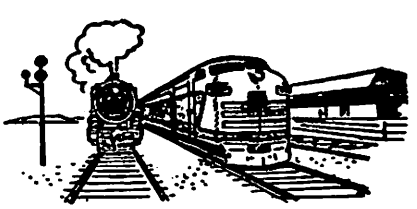
"3. Prompt and reasonable handling of grievances. Good employe relations are impossible unless grievances are speedily and fairly handled. In this industry many employe grievances remain unsettled for long periods of time.

"4. Advertise confidence in the employes. The railroads' indefensible "featherbedding" campaign of several years ago has worked like arsenic, a slow poison. Its effect on the employes remains devastating. It has also gravely harmed the public's image of railroading. When the public thinks of "railroads" they think of railroad employes as well as trains. The employes and the industry are indissoluble. Surely no other industry in the 20th century has so downgraded its own employes to the public whom it serves and on whom it depends. The railroad companies should begin to publicize the skill, the effort and the devotion of their employes.

"5. Find ways to support railway labor on legislation and other matters of mutual benefit. Several examples could be cited, but railroad safety is a good one because it illustrates both the positive and the negative. On the positive side, the railroads and the unions are fruitfully cooperating on a program to get states and localities to enforce better safety at grade crossings. On the negative side, the industry has so far taken a penny-wise, pound-foolish attitude in refusing to support an effort to give the Department of Transportation broader authority over railroad safety and to make the penalties for safety violations more realistic.

"These five policies, if adopted and implemented, would bring a new era to labor-management relations in the railroad industry—an era of productive, uninterrupted and profitable service. The new leadership in the Association of American Railroads and the National Railway Labor Conference has a golden opportunity to work in this direction. More basically, however, progress depends on the presidents of the major railroads.

"We hope our present appeal for a new top level labor-management committee in the railroad industry will draw a favorable response. Let us make 1968 a year of cooperation, not of strife, in this industry. The time to proceed is now."



HOW TO BUY

By SIDNEY MARGOLIUS, for The Signalman's Journal

FOR 1968 YOU CAN EXPECT higher living costs again. A year ago this column forecast for 1967 a hike of two to three percent. Costs went up exactly 2.6 percent. Over the past two years, the prices you pay have gone up about 6½ percent on average.

That's real inflation. It has caused the average working family to run hard just to stand still. Despite pay increases, by late fall a worker with three dependents actually had lost 14 cents in purchasing power from a year ago.

This coming year the indications are that you face an even sharper rise in living costs—close to three percent.

Frankly, many of the recent price increases are not necessary at all and are due to businessmen taking advantage of the war and "tight money" situation. This is proven by some of the facts and figures in the specific merchandise categories listed later in this article.

The problem your family must deal with is that the sharpest increases currently are in the most basic necessities; food, housing, medical care, transportation and clothing. These increases hit the younger families hardest, especially those looking for houses.

You still have to fight these price rises to protect your family's living standard and there are some ways left to do it.

One way is to time your buying to take advantage of seasonal price fluctuations. Another is to compare values closely, especially in buying food, and to avoid the costlier TV-advertised processed foods, soaps and toiletries. The manufacturers and retailers like to say that consumers vote with their dollars. So study the candidates in the stores and vote for the best buys. Every time you save a buck you help your own family and everybody else.

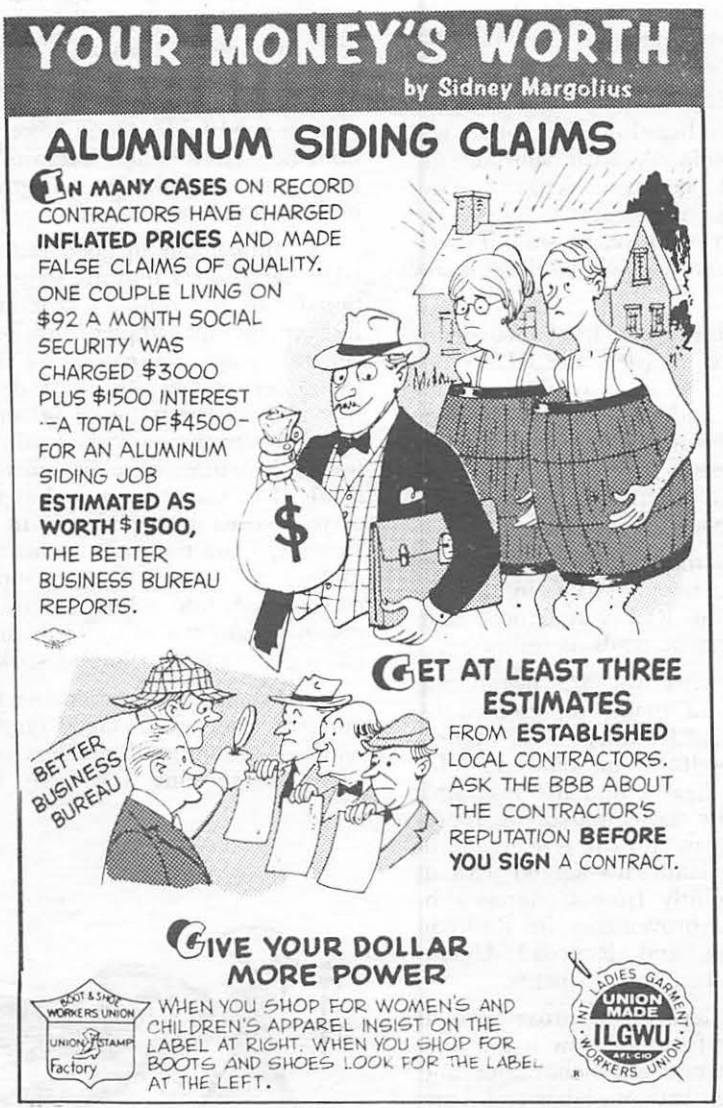
Another important policy for 1968 is to avoid any borrowing or installment buying that is not truly essential. Lending money will be even tighter this year, and interest rates and finance charges higher. This is due largely to increased Government borrowing and the devaluation of the British pound, and is providing a bonanza for banks and wealthy investors.

This January itself will provide some unusual buying opportunities. Not only is this a big month for sales anyway, but this year merchants and manufacturers are stuck with unsold Christmas goods. The general public, already trying to cope with high food and housing costs, balked at this year's excessive price tags on TV-advertised toys and other gift items.

Here are facts to help you plan your buying for January and throughout 1968:

SHOPPING FOR FOOD: After 1966's steep five percent price rise, food prices held to that high plateau this past year even though they should have receded because wholesale food prices did go down. Farmers got 7 percent less than a year ago.

Now, with farm prices expected to rise this year, the prices you pay at the supermarket will jump sharply. Your relatively better values this year will be poultry and eggs, although eggs will not be quite


YOUR MONEY'S WORTH
by Sidney Margolius
ALUMINUM SIDING CLAIMS
IN MANY CASES ON RECORD CONTRACTORS HAVE CHARGED INFLATED PRICES AND MADE FALSE CLAIMS OF QUALITY. ONE COUPLE LIVING ON $92 A MONTH SOCIAL SECURITY WAS CHARGED $3000 PLUS $1500 INTEREST --A TOTAL OF $4500-- FOR AN ALUMINUM SIDING JOB ESTIMATED AS WORTH $1500, THE BETTER BUSINESS BUREAU REPORTS.
$
BETTER BUSINESS BUREAU
GET AT LEAST THREE ESTIMATES FROM ESTABLISHED LOCAL CONTRACTORS. ASK THE BBB ABOUT THE CONTRACTOR'S REPUTATION BEFORE YOU SIGN A CONTRACT.
GIVE YOUR DOLLAR MORE POWER
BOOT & SHOE WORKERS UNION
UNION STAMP
Factory
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT RIGHT. WHEN YOU SHOP FOR BOOTS AND SHOES LOOK FOR THE LABEL AT THE LEFT.
INT'L LADIES GARMENT WORKERS UNION
UNION MADE
ILGWU
AFL-CIO

the standout bargain they have been in recent months.

Pork too is relatively good value this winter but prices will increase later in the year. In general, meat will cost you more in 1968.

For January, chicken, loin roast, cali hams, beef chuck and eggs are the outstanding buys.

It's important to note that in a time of high meat prices, variation in prices among stores, and the opportunity to save on leaders, is even greater. For example, at this writing you can pay anywhere from 29 cents to 79 for loin roast; from 37 to 69 for chuck steak; 24 to 45 for broilers.

CLOTHING COSTS: Prices recently made their largest jump in the past 17 years. Retailers have taken noticeable advantage of the delayed price increases on clothes, and have marked up their tags almost five percent over the past year, **twice the actual increase at wholesale,** the Bureau of Labor Statistics reports.

Shoe prices have become the toughest problem. On top of last year's general price increase of five percent, you can expect to pay another increase of about four percent this year.

Our advice: Shop the January shoe sales for immediate needs; also the January and February coat, suit, shirt and other clearances. Don't wait until March to buy shoes and other clothing items you will need soon. Prices will be higher.

One bright spot is the lower prices and improvements in durable-press shirts, blouses, slacks and dresses made of polyester-cotton blends. More of these garments now are improved by the addition of soil-release finishes which help solve the tendency of polyester to retain soil.

HOUSES: If you have been hoping to buy a house in 1968 you will pay doubly extra. Prices of houses have reached historic peaks, with the average now costing close to $20,000. Resale prices of existing homes jumped sharply this year, now averaging $19,538 compared to $18,265 a year ago, the National Association of Real Estate Boards reports.

On top of that, mortgage interest rates are going up again.

If you must buy a house this year, you may do better buying it in the winter before the spring rush starts. Price tags on houses sometimes are $1,000 less in midwinter than in spring and early summer. The more down payment you can put down, the better your chances of getting a mortgage at relatively reasonable rates (under 6½ percent).

CARS: Prices of new models have been running almost three percent higher than last year. But new-car prices will decline from now through spring and summer, as both factories and dealers allow larger discounts. Tags on used cars, which have gone up even more than new cars, usually do not go down until after July 4.

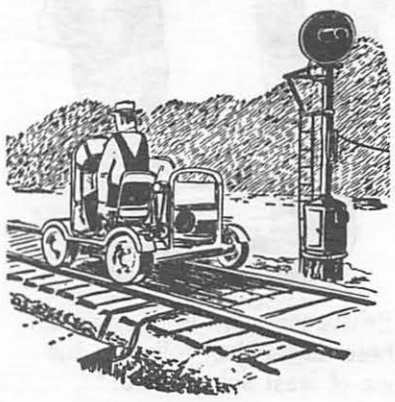
Rail Group Charges NYC, PRR With Deliberate Undermining Of Their Passenger Service

THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS charged recently that the New York Central and Pennsylvania railroads are engaged in a "deliberate and systematic effort" to discourage long distance passenger business on their lines.

Anthony Haswell, executive director of the group and a former railroad attorney, said that the Association's complaint is being forwarded to the Department of Transportation, the Interstate Commerce Commission and state regulatory bodies.

Haswell said that when the New York Central dropped the famous name, "Twentieth Century Limited," from its top New York-Chicago train, wide publicity was given to deletion of the name, to the increased running time and removal of the observation car.

"However, little publicity was given to the fact that the train would continue to operate, using a number rather than a name. Signs in Grand Central Station failed to convey the fact that through service is continuing. The new public timetables omit any reference to thru service. As a result, many people are not aware that the Central still operates through service between New York and Chicago," Haswell declared.



"When the Pennsylvania Railroad announced on December 12 that it was consolidating its all-Pullman 'Broadway Limited' with the 'General', maximum publicity was given to the addition of coaches and the lengthened running time.

"Little was said about the fact that sleeper and diner service would continue to be available. Now it has developed that for the preceding month, the Pennsylvania refused to accept reservations on the Broadway beyond December 11.

"The implication left in many peoples minds was that the train would not be operating beyond that date," Haswell said. "How many passengers were turned away as a result of this is something only the Pennsylvania Railroad can answer, if it will."

"It is our firm conviction," Haswell said, "that these two railroads wished to create the impression that there would be no more thru service between New York and Chicago, or at the very least, that the remaining service would be mediocre, unattractive, and not worth patronizing. By such tactics, the companies apparently are seeking to build a case before regulatory authorities that hardly anyone rides the trains anymore and that they should be discontinued altogether."

Haswell pointed out that both railroads have repeatedly asserted that there is no future in long-distance travel and they intend to withdraw from it; and have misled the public about the amount of money that would be saved if passenger service were discontinued.

"It is open to question whether either railroad would operate any kind of passenger service unless prodded into it by public authorities or assured of public financial support," Haswell said.

Haswell said that at the present time, neither the Interstate Commerce Commission nor the state regulatory bodies appear to have power to require adequate interstate rail passenger service.

"Accordingly, it is imperative that Congress act to give the ICC pervasive jurisdiction over all aspects of interstate rail passenger service," he declared.

YOUR WASHINGTON Reporter

R. E. PORTER

WHAT'S THE OUTLOOK for the second session of the 90th Congress, now under way? No clearcut answer can be given, except that another round of intense controversy looms on Capitol Hill, particularly since this is an election year.

A conservative coalition that was in control of the House on most legislative issues last year will continue in control. Liberals will continue to be frustrated. The Administration will have to continue using all its political skills to win approval of its remaining legislative objectives.

One major measure of intimate concern to active and retired railroaders is the bill to improve benefits under the Railroad Retirement and Railroad Unemployment Insurance Acts.

After long, painstaking negotiations, railway unions and the carriers reached agreement on the bill.

Under its terms, those whose benefits are figured under the Social Security minimum guaranty, and most spouses, will get increases of 13 percent, the same as voted by Congress under the Social Security bill.

All others, the Railroad Retirement Board explained, will get "about 10 percent more than the dollar amount of the increases they would have received if their railroad service had been covered under the Social Security system." For example, if such an increase worked out to $20 a month under Social Security, then the comparable boost for a Railroad Retirement beneficiary would be $22 a month.

The minimum increase for retired employes will be $10 a month and for spouses and survivors at least $5.

Also, the bill provides approximately a 25 percent increase in the ceiling on railroad unemployment and sickness benefits. This will go up from $10.20 a day to $12.70. The cost of these benefits is borne entirely by the railroads.

Railroad Retirement tax rates, paid equally by employes and carriers, will remain unchanged this year, but the maximum earnings subject to tax go up from $6,600 to $7,800, (from $550 to $650 a month), in line with Social Security. Next year, the tax rate will rise four-tenths of one percent. This is in accordance with the law, which provides that tax changes voted by Congress for Social Security shall apply also to Railroad Retirement.

Because of the time it took to secure carrier agreement to the changes, the bill did not reach Congress until the last-minute adjournment rush and so had to go over until this session.

However, Rep. Harley Staggers (D., W.Va.), chairman of the House Interstate Commerce Committee, promised that the bill (HR 14563) will be the committee's "first order of business" in the new session, and that "every effort will be made to expedite the legislation."

Union leaders are hopeful that the bill will clear Congress quickly enough so that the increased benefits can be made effective on the same date as Social Security—namely, Feb. 1.

* * *

Railway unions in this session also press for action on legislation to impose a one-year moratorium on railroad mergers and on discontinuance of passenger trains, pending development by the government in the meantime of a master ground transportation plan.

Further, the proposed legislation would require the Interstate Commerce Commission to specify "safeguards for the public interest" in passenger train abandonment cases. In addition, the Post Office Department policy of slashing railway mail service would be reviewed.

Other legislation would give the Department of Transportation broad authority over railroad safety and doubled penalties on carriers for safety violations. Also, adequate appropriations will be sought for the Department and its subsidiary unit, the Federal Railroad Administration.

Among further measures backed by rail unions is one calling for an investigation of railroad finances and the true ownership of the railroads, now camouflaged by various devices.

In addition, railway unions and all of organized labor are set to fight hard against efforts of reactionaries to enact new curbs on the right to strike, including such plans as "labor courts" and compulsory arbitration.

* * *

Shortly before the first session ended, the Senate received a new bill to halt railroad mergers. It was introduced by Sen. Lee Metcalf (D., Mont.), with these co-sponsors: Mike Mansfield (D., Mont.), Milton Young (R., N.D.), Quentin Burdick (D., N.D.), Eugene McCarthy (D., Minn.), Walter Mondale (D., Minn.) and L. B. Jordan (R., Idaho).

Metcalf said the bill grew out of the "flipflop" by the Interstate Commerce Commission which approved a merger of the "Northerns" after previously rejecting the consolidation plan. The railroads involved are the Northern Pacific, Great Northern, Burlington, and

"Believe me, son—being non-union these days is just following the line of least subsistence!"

the Spokane, Portland & Seattle.

The new bill calls for an investigation of the ICC's reversal and of the entire rail merger trend.

Further, it would bar approval of any new mergers until "standards insuring protection of the public interest" are worked out. Also, it would subject pending rail mergers to the anti-trust laws, whether or not they had been approved by the ICC.

Meantime, most rail unions have worked out broad job protection agreements with the "Northerns," to become effective if and when the merger takes place.

Among measures of general public concern awaiting action in the new session are these: The Administration proposal for a 10 percent income tax surcharge, the "Truth in Lending" bill, broader civil rights protection, crime control, an omnibus housing program, election reforms, curbs on firearms, highway beautification, and other programs.

* * *

While railroads continued pressing for abandonment of passenger trains on a wide scale, Secretary of Transportation Alan Boyd disputed views that the passenger train "is dead as a means of transporting people."

If the outlook were that grim, Boyd said, his agency would not now be involved in the high-speed railroad demonstration projects between Washington, New York and Boston.

"We believe these experiments can and will lead to the revitalization of passenger train service between major metropolitan centers," he declared.

* * *

Hearings being conducted by the ICC in various cities of the Southwest into the deterioration of passenger service on the Southern Pacific could lead to the exercise of new authority by the commission requiring railroads to upgrade their service.

Railway unions and state regulatory commissions have been playing major roles in the hearings on the SP case. The carrier has been accused of deliberately downgrading the Sunset and other trains in order to drive passengers away and thus make a case for complete abandonment.

Up to now, the ICC has confined itself to the choice of either granting or denying a railroad petition to discontinue service.

Newspapers report that in the SP case, the ICC may go beyond those alternatives—that is, it may not only order SP trains continued, but lay down standards of service which the carrier must meet. If such a requirement is upheld by the courts, that would establish an important precedent for the future.

As a further backstop toward such objective, the ICC has also asked Congress for legislation giving the commission authority to set such standards.

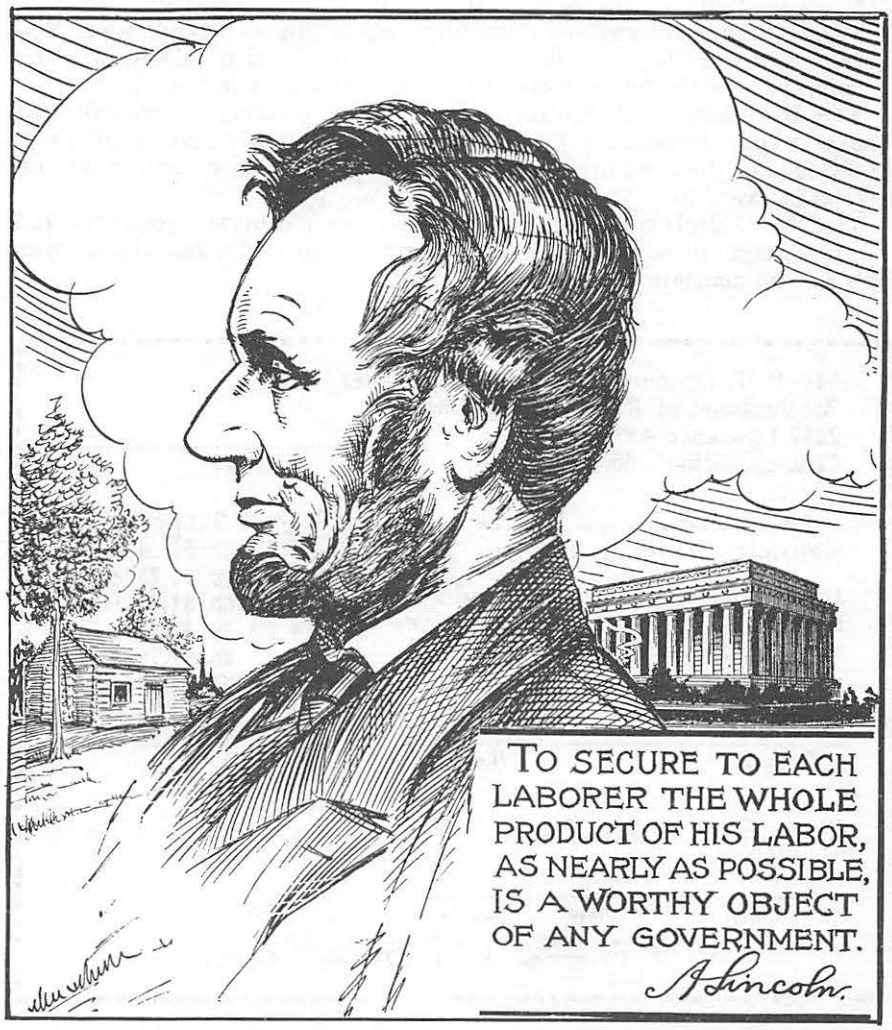
Forty and Fifty-Year Membership Pins Available

The Brotherhood has designed and has available a supply of pins for presentation to members of our Organization who have completed forty or fifty years of continuous membership in our Union. The pins are designed to be worn on coat lapels and may be secured by writing to the Secretary-Treasurer of Grand Lodge. Locals who have members eligible for either forty or fifty year pins may make the request in behalf of the members for presentation at a Local meeting or other function.

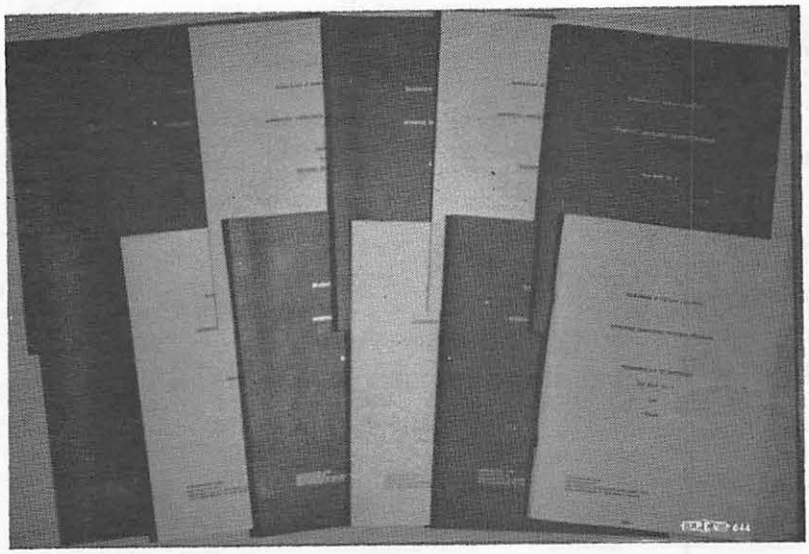
The pins are furnished free. The only requirement to obtain one is that the member have 40 years of continuous membership in our Brotherhood to be eligible for the 40 year pin and 50 years continuous membership to receive the 50 year pin.

The pins are very attractive and are designed and inscribed to recognize both our craft and the member's long membership in our Union. The 40 year pin has a silver background and the 50 year pin is gold. Both have a signal in the background with an inscription to appropriately recognize the member's continuous membership.

All requests for the long-service pins will be checked against the membership records at headquarters.


TO SECURE TO EACH LABORER THE WHOLE PRODUCT OF HIS LABOR, AS NEARLY AS POSSIBLE, IS A WORTHY OBJECT OF ANY GOVERNMENT.
A. Lincoln.

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. P. T. Drummond, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

.....
(Date)

Please send me.....copy(s) of the B of R S Apprentice Signalman Training Program Text:

No. 1 ☐ @ $1.75 each
No. 2 ☐ @ $1.75 each
No. 3 ☐ @ $1.75 each
No. 4 ☐ @ $1.75 each
No. 5 ☐ @ $1.75 each
No. 6 ☐ @ $1.75 each
No. 7 ☐ @ $1.75 each
No. 8 ☐ @ $1.75 each

I am enclosing check/money order in the amount of $..... to cover cost of publication and mailing.

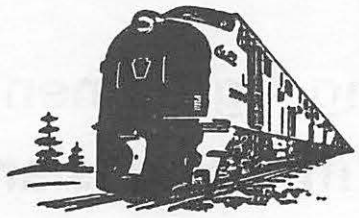
.....
(Name) (Local No.)

.....
(Address)

.....
(City) (State) (Zip Code)

Please make checks or money orders payable to:
P. T. Drummond, Secretary-Treasurer, BofRS

Railroad NEWS IN BRIEF



THE FEDERAL RAILROAD ADMINISTRATION'S Railroad Safety Board found that "inadequate maintenance of the track" was the cause of a derailment of a Baltimore & Ohio Railroad passenger train in which four persons were killed and 50 injured last year on a curve at Toll Gate, West Virginia. The Board recommended "That the Baltimore & Ohio Railroad Company immediately inspect all curves to ensure that maximum authorized speeds are consistent with existing conditions of the track."

SPEEDS OF 170 MILES per hour were reached by United Aircraft's turbo-jet train in New Jersey. The tests were conducted on the Pennsylvania Railroad's test track and a large press group was aboard the train during the tests.

THE ILLINOIS CENTRAL has asked permission to drop 6 trains between St. Louis and Carbondale, Illinois, and two others between Springfield, Ill. and St. Louis. The Union Pacific is seeking permission to drop two trains between Salt Lake City, Utah and Butte, Montana.

FIGURES SHOW THAT FOR each billion passenger miles of rail travel, there are five fatalities. Buses chalk up 13 dead for the same distance and airlines 14. Travel by autos, according to reliable estimates, cause 570 deaths for every billion miles.

THE SANTA FE will spend about 6½ million dollars to build 200 new mechanical reefers at its Topeka, Kansas shops. It is expected that the first cars will be delivered early this year.

THE ILLINOIS CENTRAL AND GULF, MOBILE & OHIO have signed an agreement under which the two carriers would merge and create the Illinois Central Gulf Railroad. The Board of Directors of both railroads have approved the merger which must now be approved by the stockholders and ICC before it can be finalized.

THE PENN-CENTRAL WAS given final approval by the Supreme Court in their long-sought plan to merge, after five years before the Courts and the ICC. The network will serve 20 states, have more than 20,000 miles of track and an operating revenue of nearly two billion dollars.

THE NORFOLK & WESTERN will develop an 84-acre tract in Hammond, Indiana into an 18 million dollar garden apartment and shopping center. This venture is only the beginning to develop land along the right of way into productive and profitable assets to both the N&W and communities of which they are a part, the carrier stated.

THE NORTHERN PACIFIC recently completed a test run for fast freight from Seattle to Minneapolis in 36.5 hours, a distance of 1,875 miles.

THE ERIE-LACKAWANNA was granted authority to acquire its wholly owned subsidiary, the New Jersey and New York Railroad. The "New Orleans" conditions were prescribed for the protection of the affected employes.

THE MISSOURI PACIFIC plans to enlarge and convert their Fort Worth yard to an automatic, electronic freight classification yard. Construction will start this year and extend over three years to prevent disruption of normal operations. Modern push-button switching and automatic speed control will increase the yard's capacity to about 3,000 cars a day.

THE NEW YORK CENTRAL'S "20th Century Limited" rolled for the last time in December. Known for the ultimate elegance in train travel from New York to Chicago, this train became part of the Central's new Empire Service for convenient, fast passenger service.

THE RAILWAY EXPRESS AGENCY'S board of directors has recommended that its 57 railroad owners accept a purchase offer from the Marmon Group Inc. The REA has been searching for a buyer since last summer. Greyhound had made an offer but the U. S. Supreme Court ruled that such a move would ignore the competitive aspects of Greyhound and REA.

Representing our Brotherhood at the Seventh Biennial Convention of the AFL-CIO, held in Bal Harbour, Florida during December are: from left to right, President C. J. Chamberlain, Vice President T. H. Gregg, and Secretary-Treasurer P. T. Drummond. Many issues of the past year, and programs and policies for the coming years were resolved during these sessions.

Brotherhood Members Benefit By

Pace-Setting Agreement Reached With Long Island

OUR BROTHERHOOD signed an agreement with the Long Island Railroad on December 28, 1967, which places in effect substantial gains for our membership on that Carrier. President C. J. Chamberlain and General Chairman George McGough signed the agreement for our Organization. One of the highlights of the agreement is the substantial wage gains that will accrue to our members on the Long Island. The wage increases will range from 64 to 76 cents an hour for various classifications and will become effective July 1, 1968.

After signing the agreement, President Chamberlain stressed that the wage increases won are in addition to the five percent wage increase received by our members on January 1, 1967, and the two and one-half percent they received on January 1, 1968.

Under the new schedule of rates, helpers will receive a starting hourly wage of $3.10. This will increase on a step rate basis to $3.30 per hour. Assistant Signalmen will be paid $3.893 an hour for the first period of training and will advance to $4.083 when they reach the top rated assistant's position.

Technicians will receive $4.54 an hour; Signal Maintainers $4.46; Signalmen $4.40; Assistant Foremen $4.95; and Foremen $5.11.

In addition to the wage increases outlined above, our members also received the following benefits under the pace-setting agreement:

- Effective January 1, 1968, three weeks vacation will be granted to regularly assigned employes who have ten years service; four weeks vacation to employes with fifteen years of service; and five weeks vacation to employes with twenty years of service.
- Effective January 1, 1968, one additional holiday, i.e., Lincoln's Birthday, will be granted to employes covered by the agreement. This will make a total of twelve paid holidays on the Long Island.
- Effective January 1, 1968, the Carrier will pay a $5.70 per month premium for each qualifying employe for a life insurance policy supplemental to that contained in our Travelers GA-23000 policy. This will be administered by the organization and details are currently being worked out with the Travelers Insurance Company.
- Effective January 1, 1968, the Carrier will pay a $2.14 per month premium for each employe who retires on or after January 1, 1968, for an insurance policy supplemental to that contained in GA-23000 for retired employes.
- Effective January 1, 1968, employes covered by the agreement will be allowed a maximum of three days off without loss of pay to attend funeral services when a death occurs in the immediate family.
- The Carrier agreed to reprint the rules and working conditions agreement of the Brotherhood of Railroad Signalmen with the understanding that its counter-proposals will be negotiated concurrently with the Brotherhood's request.
- Employes covered by the agreement will be granted a thirty minute lunch break during their eight hour tour of duty without loss of wages. This in effect reduces their work day to seven and a half hours per day.
- The Carrier and the Brotherhood shall agree on a training program for employes covered by the agreement.
- Rule 62 of the basic agreement will be amended to provide that when special tools are required, the carrier shall assume the cost of such tools.
- Effective January 1, 1968, employes required to operate motor trucks incident to their primary duties shall be allowed a differential of 13¢ an hour.
- A Memorandum of Understanding was agreed to which provided that in event any other craft on the property is granted a sick wage rule, locally or nationally, further consideration will be given to our request for such a rule.
- The agreement provides that no notice can be served until October 1, 1969, however, we can serve notice 90 days prior to October 1, 1969 for benefits to become effective October 1, 1969.

President Chamberlain stated that the signing of this agreement represents record gains in wages and other improvements for our membership on the Long Island Railroad and that much credit is due General Chairman George McGough for his untiring efforts in negotiating a new contract. Also Federal Mediator A. Alfred Della Corte is to be commended for his help in bringing about the settlement which unquestionably averted a strike by our membership on the Long Island Railroad.

The agreement, second to none reached on the Long Island to this time, reads as follows:

Agreement entered into this 28th day of December, 1967, by and between the Long Island Railroad Company and its employes represented by the Brotherhood of Railroad Signalmen.

WHEREAS, The following articles to become effective as provided herein and shall dispose of the dispute arising out of notice served on the Carrier on October 10, 1966, by the Brotherhood of Railroad Signalmen.

IT IS AGREED:

Article I — Wage Increases

Effective July 1, 1968, the rates of pay of employes will be increased in the manner set forth in Appendix "A" attached hereto.

Article II — Vacations

The existing Vacation Agreement will be amended to the extent set forth below:

Effective January 1, 1968, an annual vacation of three (3) weeks will be granted to regularly assigned employes covered by this agreement who have ten (10) years of service with the Carrier; employes with fifteen (15) years of service will be granted four (4) weeks vacation; employes with twenty (20) years or more of service will be granted five (5) weeks vacation.

The foregoing is with the understanding that the employe meets the qualifying provision of the existing Vacation Agreement.

Article III — Holidays

(a) Effective January 1, 1967, one

additional holiday, i.e., Lincoln's Birthday, will be granted to employes covered by this agreement, and payment therefor shall be made as provided in Paragraph (b) hereof:

(b) Effective January 1, 1968, Rule 12 of the controlling agreement shall be revised to the extent set forth below:

Compensation for work performed on the following holidays, namely:

New Year's Day
Lincoln's Birthday
Washington's Birthday
Good Friday
Decoration Day
Fourth of July
Labor Day
Columbus Day
Election Day
Thanksgiving Day
Christmas
Employe's Birthday

provided when any of the above holidays (except Employe's Birthday) falls on Sunday, the day observed by the State, Nation or proclamation shall be considered the holiday, shall be one day's pay at the pro rata rate, in addition to a day's pay at the rate of time and one-half.

(c) When any of the above holidays fall on an hourly rated employe's rest day, (except the employe's Birthday) on other than Sunday, the following work day will be considered the holiday and he shall be compensated therefor at the pro rata rate for such day. If the hourly rated employe is required to work on this day, he shall additionally be paid at the time and one-half rates.

(d) Monthly rated employes will not receive an additional day's pay if the holiday falls on his rest day but if required to work he will be paid on the following work day at the time and one-half rate of pay.

(e) The annual wages of monthly rated employes will be adjusted to the extent of the additional holiday.

Article IV — Life Insurance Policy

(a) Effective January 1, 1968, the Carrier shall remit to the Trustee of the Organization signatory hereto $5.70 per month for each qualifying employe as a premium for a $6,000 life insurance policy.

(b) The term "qualifying employe" as used in this agreement is understood to mean that such employe must have two months of active service, and must work one or more of the first fifteen (15) days in each of these months to be considered as a qualified employe.

(c) Effective January 1, 1968, the Carrier shall remit to the Trustee of the Organization signatory hereto $2.14 per month for each of the employes who have retired on or after January 1, 1968, as a premium for a $3,000 life insurance policy.

(d) The Organization will be required to inform the Carrier upon the death of retired employes in order that the premium set forth in Paragraph (c) hereof can be discontinued.

(e) Employes who are furloughed or who leave the service by reason of resignation or dismissal shall not be eligible for any of the benefits under this agreement.

(f) The insurance policy set forth herein will be reduced by the amounts granted employes nationally under the present negotiations of Travelers Group Policy GA-23000. In no event shall the combined insurance policies exceed $10,000 for active employes and $5,000 for retired employes.

Article V — Payment of Wages Due to Death in the Family

Effective January 1, 1968, employes covered by this agreement will be allowed a maximum of three (3) days off without loss of pay to attend funeral services when a death occurs in the immediate family.

The definition of "immediate family" is understood to mean—spouse, son, daughter, mother, father, sister or brother.

Employes must present satisfactory evidence as to the death in the immediate family in the form of a certificate to their supervisor before and allowance is paid.

Article VI — Miscellaneous Changes

(a) The Carrier agrees to re-print the Rules and Working Conditions Agreement for the Brotherhood with the understanding that its counter proposals will be negotiated concurrently with the Brotherhood's requests.

(b) Meal Period—Employes covered by this agreement will be granted a thirty (30) minute lunch break during their eight (8) hour tour of duty without loss of wages.

(c) Training Program—The parties signatory hereto shall agree on a training program for employes covered by this agreement.

(d) Rule 62 of the controlling agreement will be amended to the extent that when special tools are required the Carrier shall assume the cost of such tools.

(e) Effective January 1, 1967, employes required to operate motor trucks incident to their primary duties shall be allowed a differential of 13¢ per hour.

Article VII — Duration of Agreement

(a) Effective with the signing of this agreement there shall be a moratorium in effect on the serving of any Section 6 notice until October 1, 1969, except as otherwise provided herein.

(b) This agreement shall terminate automatically on the effective date of a change in the duly accredited representative under the Railway Labor Act of any class or craft of employes covered hereby.

Article VIII — Effect of Agreement

This agreement is in full, final and complete settlement of all matters whatsoever contained in the Brotherhood's letter dated October 10, 1966, and will remain in effect until October 1, 1969, except as provided in Letter of Understanding dated December 28, 1967.

●

Labor Supports Heart Fund Drive

GEORGE MEANY HAS again consented to serve as a national sponsor of the Heart Fund campaign to be conducted nationwide throughout February.

Since 1952, Mr. Meany has strongly endorsed the drive for funds to combat diseases of the heart and blood vessels through programs of research, education and community service conducted by the American Heart Association and its affiliates. In urging labor's continued and accelerated support of the campaign in 1968, President Meany notes that all Americans are encouraged by the persistent progress being made toward control of diseases of the heart and blood vessels. Organized labor, he says, is particularly pleased that it has helped make this progress possible through generous contributions yearly to the Heart Fund.

Our Organization, therefore, requests that your local consider making a donation to the Heart Fund. This contribution may be forwarded to the Heart Association in your community. Or, if you wish to send it to your headquarters, we will gladly transmit it to the Heart Association's National Office. Either way, 75 percent of the donation will be spent in your area, with most of the balance going to the national research program.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Southern Railway

CONCORD, N. C. (110). Attendance at our last three meetings held in 1967 was much improved. We had an average of 14 officers and members present at the meetings held during April, July and October. This is about double the number who attended our 1966 meetings. We hope the attendance will continue to rise as certainly a good attendance contributes to better and more worthwhile meetings.

The following Brothers retired during 1967: F. P. Vickery, after 44 years of service, the last 39 as Maintainer at Rock Hill, S. C.; R. L. Savage, after also serving 44 years; M. L. Sartain, Maintainer at Marion, N. C., after 41 years of service; A. G. Thompson, Maintainer at Huntsville, Alabama, after 41 years of service; and P. G. Lotshaw, Crossing Signal Maintainer, Columbia, S. C., after 44 years of service.

The officers and members of Local 110 extend our best wishes for long and happy retirements to these Brothers.

C. E. YELTON

New Haven

BROOKLYN, NEW YORK (34). A retirement party was held for our Local Chairman, Brother Thomas Fewer, who retired on November 15, 1967. About 40 members and friends attended the affair which was held at SS 22, New Rochelle, New York.

The committee making the arrangements was comprised of Brothers William Londergan, P. Denning, J. Halton, J. McCarthy and S. J. Ader. Brother Fewer was presented a purse of money by Supervisor H. Foster who represented the employes. After the presentation, refreshments were served and a good time was had by all those in attendance.

Brother Fewer was an employe of the New Haven for more than 50 years and has been awarded a 50-year pin and a gold trimmed life-time pass. He gave the company and our Brotherhood many good honest years of service and we hope he will enjoy many years of good health in which to spend his retirement. Brother Fewer has received a 40-year continuous membership pin from our Brotherhood which he is very proud to wear on his lapel.

At the time of his retirement, Brother Fewer was Signal Maintainer at Pelham Bay, New York. He recalled that he has watched signaling advance through employment of modern electronic systems but noted that vandalism, which was a minor problem at the time he commenced work, has increased to the point that it is the greatest problem many signalmen face today.

Brother Fewer was born in 1898 and attended New Rochelle High School. He is a member of the New Rochelle Council of the Knights of Columbus. He resides at 445 Fourth Avenue, Mount Vernon, New York.

Brother Fewer's services to our Local have been many and will be missed in the future.

WILLIAM LONDERGAN

Dinner Party In Honor Of B. C. Hout Held

A dinner party in honor of B. C. Hout, assistant supervisor signals, Hinton Division, Chesapeake & Ohio Railway company, was held by his co-workers.

J. W. McCallister, Jr. was master of ceremonies for the affair. Invocation was offered by H. R. Callaham preceding the delectable roast beef dinner served by the Women of the Moose.

Speakers for the dinner included K. R. Ketcham, superintendent; E. A. Burgin, superintendent of signals, Huntington; and U. H. Auckerman, district engineer signals, Richmond, Va. They spoke of his many years of dedicated service to the company and extended their wishes to both Mr. and Mrs. Hout for many years of happy retirement.

Upon presenting to Mr. Hout a loafer's license which entitled him to many privileges as a man of leisure, M. C. Clark, retired chief train dispatcher, gave an amusing talk with instructions on how to enjoy retired years.

Mrs. Herber Vass presented Mrs. Hout with a corsage of carnations and McCallister made a presentation of a beige handbag and matching gloves.

From his fellow workers, Hout re-

Shown at retirement party held in honor of retiring Local Chairman Thomas Fewer are—from left-to-right: Brother Fewer; Brother James Farley, retired Signalman, New Rochelle, N.Y.; and retired Signalman Thomas Bourke.

ceived a 17 inch television set and stand, a billfold containing a little "green stuff," and a joke package containing a dozen cans of soup and crackers and attractively wrapped with a red bow and soup spoon from the staff of the lunch room.

Mr. Hout was a member of Local 136 and had served as local chairman for over 10 years. He was a well respected Brother and a devoted and tough Local Chairman.

Presently he is living in Hinton, West Virginia and his chief hobby is fishing from the waters of New River.

L. ANDERSON

Chesapeake & Ohio

MT. STERLING, KENTUCKY (221). Our last regular meeting was held at Ashland, Ky. on November 11. To begin with, a picture of those in attendance was taken for publication in *The Signalman's Journal*. The meeting was then called to order by Chief Signalman J. P. Bradley and the invocation was given by Chaplain C. D. Butler.

Those attending Local 221's meeting are shown above. From left-to-right, they are: Front row—J. P. Bradley, J. B. Patton, Tom Hancock, Robert Kappes, and Harvey Parker. Back row—C. D. Butcher, J. W. Johnson, Hal Harlow, Roy Hill, and Ervin Cooper.

The roll call of officers showed the following present: Chief Signalman J. P. Bradley, First Vice Chief J. W. Johnson, Financial Secretary J. B. Patton, Local Chairman C. D. Butcher, and Inside Semaphore E. C. Cooper. Others attending were: Hal Harlow, Tom Hancock, Gordon Kirtley, Robert Kappes, and Roy Hill.

After the minutes of the previous meeting were read and approved, the Grievance Committee reported on one claim for four hours in behalf of Brother W. E. Tilson due to a dispatcher adjusting a train graph on the CTC machine at Ashland.

Brother Brownlee Hoskins was reported off duty due to illness and Brother Frank Kessler, who has been off work since last February, was reported improved but still unable to report for duty. Those present expressed their hope that these two Brothers will be able to return to work soon.

The Hospital Association was thoroughly discussed and it was pointed out that the Ashland Division strongly supports the Association despite several points brought out by Assistant General Chairman Parker.

A discussion was held on the new agreement covering away-from-home expenses. A warning was given by Brother Parker to be on the look-out for the carrier to try to offset these gains by the Brotherhood.

A motion was passed that Local Chairman Butcher discuss with General Chairman Hughs the possibility of obtaining an increase in the rate of pay of leading signal maintainers in charge of maintenance districts. It was pointed out that the duties and responsibilities of the leading signal maintainers in charge of maintenance districts have increased far beyond those of a leader working under the direction of a foreman.

It was decided that the next meeting will be held at Paintsville, at 1:00 p.m., on February 10. This was a very interesting meeting with all those in attendance taking an active part. We are looking forward to a bigger attendance in February.

J. B. PATTON

New York Central—L.W.

ELKHART, IND. (83). Our annual banquet to honor our retired members was held October 21, 1967, at the

The above photos were taken at retirement party at which Brother R. S. Haines was the guest of honor. The photo on the left shows Financial Secretary R. M. Henderson, left, presenting a retirement gift to Brother Haines. The other photo is of the retired members who attended the party. They are, from left to right: Seated—R. S. Haines and Tom Harker. Standing—O. W. Miller, E. E. Speener and W. L. Murphy.

D.A.V. Hall, Elkhart. The guest of honor was Brother R. S. Haines, who at the time of his retirement was leading signal maintainer at LaPorte, Indiana.

A delicious meal was served by the ladies of the D.A.V. and was enjoyed by all. We had 27 members and friends present for the gala occasion. It was indeed good to see several of our retired Brothers among those in attendance.

Brother H. M. Lott was the photographer for the event and we wish to thank him for taking the photos that accompany this article. Brother Haines was given a gift from his fellow workers and it was agreed by all in attendance that this was a very enjoyable manner in which to pay tribute to Brother Haines. We wish for him many years of good health in which to enjoy his well earned retirement.

R. M. HENDERSON

St. Louis Terminal

OVERLAND, MO. (132). Oliver E. Tendick retired from the Terminal after more than 43 years of service. At the time of his retirement he was working at Perry Tower.

The officers and members of Local 132 wish Brother Ollie much happiness in his retirement.

W. MUELLER

St. Louis Terminal

OVERLAND, MO. (132). Homer (Bill) Marko retired in October 1967. Brother Marko started his railroad career with the Wabash in Decatur, Ill. in 1929 and transferred to the Terminal in 1938. After holding various positions he became Foreman of the Maintenance Gang at Perry Tower in 1959, the position he held until his retirement.

The officers and members of Local 132 wish Bill a lot of happiness in his retirement.

W. MUELLER

Great Northern

WHITEFISH, MONT. (154). Target date for the hooking up of CTC between Cutbank and Whitefish, Montana, is January 9, 1968.

General Chairman Richardson, Vice General Chairman Buckland, and Local Chairman Carlson, met with company officials at St. Paul on November 30th in regard to Arbitration Board Award concerning travel time and expenses. Results of this meeting will be relayed to the members in a letter from the General Chairman.

A full committee meeting is being planned for February 17th, in Spokane, Wash. It is hoped that a joint meeting with other Locals in this area can be arranged at the same time. Interested members will be kept informed of plans for these meetings.

A request for improved health and accident benefits has been served on the company. For further details, read your Journal!

Lyle Bryson has been assigned the new general CTC position at Havre, Montana. His former position of CTC maintainer at Chinook, Mont. is now on bulletin.

We have the following letter from Brother and Mrs. Ray Smith:

"Our thanks for The Signalman's Journal.

"Our many thanks to Local 154 and to all our friends and associates in all departments of The Great Northern.

"The donations I have received from you all in this past year, have been greatly appreciated. It has all been put into therapy for me.

"Our mere words can never express both our thanks and appreciation.

"It's people like you who keep this world moving and man's faith in God.

"Our sincere thanks,

Mr. & Mrs. Ray Smith
Calumet, Minn."

Hugh Thomas, Local Chairman on the West End, is still on indefinite leave of absence, pending disposition of his case regarding physical disability.

ADRIAN L. BUCKLAND

Atlantic Coast Line

ORLANDO, FLA. (84). The regular meeting of Local 84 was held in Orlando, Florida on November 11, 1967, and was called to order by Chief Signalman, C. H. Wellons. Brothers E. H. Higginbotham and T. G. Adams were appointed to serve as Chaplain and inside Semaphore, respectively.

The minutes of previous meeting were approved as read.

A motion was made by Brother E. H. Higginbotham and seconded by Brother T. R. Metts to add a supplement to the minutes of the railroad career of our retired Secretary-Treasurer, Brother A. T. Croom. Motion carried.

A very good discussion of various problems was had by all present.

We extend our best wishes to our sick and injured Brothers; W. C. Evans, Leo Savage, S. A. Gowen, J. H. Fleming, J. Cleland, Ralph Daniell and W. T. Wescott.

Please notify the Secretary-Treasurer when you are off the sick list and you return to work, as this has to be reported to the Grand Lodge promptly.

Brother A. T. Croom sent the following outline of his signaling career which was made a part of the minutes of the meeting:

"I began work in the A.C.L. Signal Department in 1927 as blacksmith, on C. L. Marcum's gang. That was during the Coast Line Union days; if you were out of work for any reason for as much as a year you lost your seniority. There were ten gangs with about ten men to a gang.

"During the depression in the early thirties, the number of gangs were reduced to two, with six men on each gang. At this time I had bid in the assistant's job at Orlando, Florida. A. N. Davis was the maintainer. Mr. Al Stewart, the supervisor, transferred me to Lakeland, Florida, on the road job with J. B. Wainwright and that is where I was working at the time the big layoff came.

"I was called back to work in 1935, placed on J. P. Hamilton's gang. In early 1936 I was transferred to the signal shop in Savannah. Mr. D. R. Morris was shop supervisor. Mr. L. J. Mears, the present shop supervisor, and I, made up the shop crew.

"After about 18 months they started to build up the number of men in the shop. In 1954 we moved into the new shop. The shop crew was brought up to 16 men and the shop supervisor, Mr. Mears. Later on they gave us a shop foreman. J. W. Bray bid that job in, he died, and J. A. McCrary bid the foreman's job which he still holds.

"The department has gone a long way in improvement and modifications since 1927—all the modern signals, and modern equipment to get the job done. And let's not forget the benefits that the signal employes have gained since the Brotherhood of Railroad Signalmen came back on the property in 1946; the 40-hour week, paid vacations, paid holidays, hospital and sick benefits, paid up insurance, plus many more.

"I served Local 84 as General Chairman for two years, Secretary-Treasurer about 14 years—a lot of long hours, but it was really a pleasure working with our fine membership.

"I retired September 30, 1967. Our shop Local Chairman, Brother E. M. Smith, set out to work up a going away party for me. The other fellows in the shop joined in with him as did the fellows on the road, even other departments.

"The party was at the Wagon Wheel, Saturday night, September 30, 1967

adv.

Just Published

How 88,648 Heavy Smokers Stopped Smoking

New York—The Anti-Tobacco Center of America has just published a booklet which explains how 88,648 heavy smokers (of whom many are physicians) have stopped smoking without straining their will power. This booklet is available free of charge to smokers. All you need to do, to obtain it, is to send your name and address to The Anti-Tobacco Center of America, Dept. A-5-R, 366 Fifth Avenue, New York 1, New York. This offer is open while the supply of these booklets lasts.

Attend Your Union Meetings

with a good number attending. Our Shop Supervisor, Mr. Mears, was Master of Ceremonies. Our son, Rev. Robert, brought the innovation. It was a great pleasure to my wife and to me that he and his wife, also our son Bill and his wife, could be present. Bill worked in the department several years ago. Also present as a special guest was a very good friend, Tommy Burns from Jacksonville.

"It was just the greatest thing that was ever done for me including the donations of $135. Thanks a million for all of those kind expressions."

Our next meeting will be held in Rocky Mount, N. C. at the Seaboard Coast Line Y.M.C.A., January 13, 1968 at 10:00 a.m.

M. C. Deas

Chesapeake & Ohio

CLIFTON FORGE, VA. (89). William Benjamin Hubbard of Covington, Va. retired after 50 years of service from October 2, 1917 to October 6, 1967.

Clarence Brown, of Millboro, Va. retired after 50 years of service from October 17, 1917 to November 1, 1967.

Combined, these two Brothers represent 100 years of service.

The officers and members of Local 89 join their friends in wishing them many years of good health in which to enjoy their retirements.

The next regular meeting will be held at Clifton Forge, Va. Y.M.C.A. on January 20, 1968.

C. R. Long

Southern Pacific

On January 1, 1968 Assistant Signal Supervisor E. R. Erhardt, headquartered at Redding, California, retired after 45 years service on the Southern Pacific.

Ed, a former Local Chairman for our Brotherhood, was honored at a dinner on January 12, attended by 60 of his friends and fellow workers. At that time he was presented with a purse and wished a healthy and happy retirement.

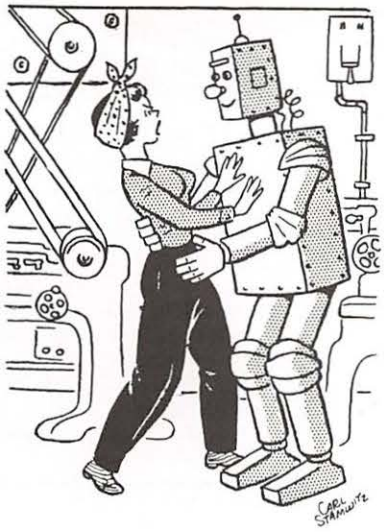
C. G. Hodges

Western Pacific

SACRAMENTO, CALIF. (179). The regular meeting of Local 179 was held in Sacramento, Calif., on January 5, 1968 with 10 members present. Due to the poor weather, these Brothers should be given credit for attending.

Brother A. H. Schmitt of the Western Pacific reported the investigation held for Brother Dakin, and that Local Chairman Rhines is appealing the decision. Brother Dakin stated that he was pleased with the way he was represented by both the Local Chairman and the General Chairman.

Due to poor attendance, the meetings held at Winnemucca, Nevada on the Salt Lake Division will now be held at Elko, Nevada. This motion was carried at the Sparks and Sacramento meetings.



"Cut it out, Buster! There's some ways in which automation will never replace the man!"

YEARLY CARDS NOW AVAILABLE

Special Yearly Cards, for those members who find it convenient to pay their B. of R. S. dues by the year in advance, are now available, Secretary-Treasurer P. T. Drummond announced recently.

Members desiring one of the Yearly Cards should remit their dues for the year 1968 to the financial secretary of their Local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the Local secretary.

Yearly cards will be available until March 31, 1968. After that time no more orders will be taken.

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for a refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the Brotherhood for an entire year by purchasing one of the Yearly Cards.

A committee, to bring the Local By-Laws up to date, was recommended and should be appointed at the next Sacramento meeting. Plan to attend and bring any suggestions you may have. The Financial Secretary is to write to Grand Lodge for by-laws to guide the committee.

Remember to attend your Local meetings.

C. G. Hodges

Southern Pacific

TUCSON, ARIZ. (126). The regular quarterly meeting of Local 126 was held at the Labor Temple in Tucson on Saturday, January 13, 1968, and was called to order by Chief Signalman Jack Riddle at 1:00 P.M. Brother Chapman was elected to fill the vacancy of Vice-Chief Signalman.

There were 15 members and officers present, and in view of the fact that many of the meetings in the past have not been very well attended, it was found that this made for a much better discussion. It would be nice to see some of the Brothers in to the meetings from the East End, and the Phoenix Line.

We were happy to see General Chairman Crawford at the meeting as his views and information were very helpful, particularly on the hospital dues increase, and the away from home expenses.

Chief Signalman Riddle reported Brother Blackketter on sick leave, and joins all members of Local 126 in wishing him a speedy recovery.

Chief Signalman Riddle appointed a committee of Brothers Treon, Duncan, and Pankau, to revise our Lodge By-Laws and submit them for approval. Also, it was discussed and decided that we will look around for a more suitable place to hold some of our meetings, with some meetings to be on the potluck style.

The issues of 75¢ per Quarter dues increase and Initiation Fee raise both passed. Therefore dues are now $18.25 per Quarter or $69.00 if paid for by the year.

Jim Clark

B.&O.-S.I.R.T.-W.M.

CONNELLSVILLE, PA. (31). Our meeting was held January 4 with all of our members, except one, present. This attendance is most gratifying as it was a very cold day.

Vice President B. H. Steuerwald and General Chairman H. C. Guscott were present and fully explained our March 1, 1968 wage movement, the new Health and Welfare benefits and our 1967 Job Stabilization movement. The last item is of particular interest to our new members who are not protected under the February 7, 1965 Agreement.

Report of sickness of members included Brothers C. P. Stumbaugh and

D. W. Turner of Ohiopyle, Pa. Brother Calvin Lytle of Ohiopyle, Pa. has returned to duty after being off due to illness.

Brother Bill Bixby of the Buffalo Division resigned recently.

After the meeting a delicious meal was served which added to the fellowship of the evening.

DALE LEONARD

C.N.-C.P.

WINNIPEG, MAN. (12). Our regular meeting was held at the Assiniboine Hotel in Winnipeg on January 13, with Grand Lodge Representative A. N. Cotton in the chair at the request of Chief Signalman J. Hodgdon.

The following members were present: J. Platt, P. Kanski, K. Reitter, M. Mykietowich, J. Rewcastle, E. Neufeld, B. Cornock, K. Frederiksen, F. Barker, A. Wright, H. Weseen, G. Nelson, G. Nachtigall, G. Klein, P. Cairns, L. Pryzlak, M. Wright, A. N. Cotton, J. Hodgdon, R. Law, H. Hodgson, K. Norman, R. Piush, C. Maycock.

The minutes of the previous meeting were read and accepted. There were no propositions for membership.

In reporting grievances that are still being progressed, Brother Cotton and Brother Wright reported on vacation pay, and Brother Platt and Brother Cotton reported on payment for general holiday coming on a regular work day.

A Brother mentioned that his company dwelling was inadequate for living in extreme weather, due to the house heaving and large cracks in the wall. He also reported the well water being very poor. Brother Cotton will progress this claim when he receives it in writing and urges anyone having complaints of this nature to write to him as this will improve our position on these matters.

Our 1968 Smorgasbord and Dance will be held at the Concord Motor Hotel at a date to be decided on by the Entertainment Committee; the motion carried with three opposed.

Brother L. E. Young thanked the members for the present he received while off due to sickness.

A question arose as to the Company supplying transportation on emergency calls and also safe driving during storm conditions. If the employe considers it unsafe to go out, he should contact his Supervisor.

An agreement with the C. N. Prairie Region was reached regarding an employe requested to remain on call during his assigned rest day. He will receive eight hours and time and one-half for any hours worked with a two hour minimum. A motion was made and carried to favour this agreement.

Regarding job security, benefits were increased. For example, benefits after five years rather than seven years plus more money. Also, the C. N. pension plan, full retirement benefits for anyone 60 years of age and 30 years of service, and a bonus of $500 a year for each year under 65 with a maximum of $2,000.

Brother Wright reported that many are complaining about windshields on motor cars. Brother Brisbois reported he was not placed on his correct job, due to an error in the office, which is being corrected.

Brother Cotton read a letter from President Chamberlain that the New York Central is looking for experienced signalmen due to a heavy construction program in the Chicago, Toledo and Cleveland area. He also stated that the carrier will pay away-from-home expenses. Anyone interested should contact Mr. J. H. Sawyer, District Engineer Communications and Signals, 1324 West Third Street, Cleveland, Ohio 44113.

A motion that the bills totalling $447.39 be paid, carried. And the War Amps acknowledge with thanks the receipt of $33 from the Good of the Order.

Current staff reductions were discussed at the Canadian Grievance Executive Committee meeting and our protest and those of the C.R.L.E.A. now going to the Joint Negotiating Committee.

Brother Al Gregory, Assistant General Chairman, C. N. Western Lines, has resigned his position with the

Notice To All Retired Members

RETIRED MEMBERS WHO DESIRE TO CONTINUE RECEIVING *The Signalman's Journal* must fill in the accompanying form and send it at once to: The Signalman's Journal, 2247 West Lawrence Avenue, Chicago, Illinois 60625.

The names of retirees who do not return this questionnaire will be removed from our mailing list before the May issue is circulated.

If you were a member in good standing at the time of your retirement and had maintained continuous membership in our Brotherhood for the previous *four* years, you are entitled to receive The Signalman's Journal as long as you so desire and your name is on our Honorary mailing list. Simply return this questionnaire and you will continue receiving your Journal without interruption.

Periodically we contact our retired members in order to check their mailing status and determine whether or not they wish to continue receiving the Journal. However, the number of Honorary members has nearly doubled since our last poll and it is no longer feasible to contact them as we have in the past, by individual postcard, in view of their large number and of recent postal rate increases.

It is necessary now however, that we bring our Honorary list up to date and we request that you immediately fill in the form below and return it to this office so you do not miss any copies of the Journal.

Notice To All Retired Members

TO: The Signalman's Journal
2247 Lawrence Avenue
Chicago 25, Illinois

I am a retired member of The B or RS and desire to continue receiving THE SIGNALMAN'S JOURNAL.

I retired ..... **after completing** ..... **years of service with**
(date) (No.)

the ..... **railroad. At the time of my retirement**
(name of railroad)

I was employed as a ..... **at** .....
(position worked) (City and State)

My age at last birthday was .....
(age)

As a member I held the following offices in Our Brotherhood:

- ☐ **Chief Signalman**
- ☐ **Recording/Fin. Sec.**
- ☐ **Local/Gen. Chairman**
- ☐ ..... (other)

Signed:

.....
(Name)

.....
(Address)

.....
(City) (Zone) (State)

Brotherhood due to reasons of health. Brother Platt has been nominated to fill his unexpired term.

A motion by Brother Reitter that officers who reside in the Winnipeg vicinity and who miss four consecutive meetings be asked to resign in accordance with Article II, Section 69 of the Constitution. This motion was seconded by Brother Cairns and carried.

The maintenance situation at Symington Yard was discussed at length and also signal apprentices performing maintainers' work, due to the fact that senior apprentices familiar with the lay-out, are working in the gang.

The next regular meeting will be held on March 9, at the Assiniboine Hotel at 10:30—hope to see a good attendance.

R. L. Law

Obituary

R. C. Koechlin, retired member of Local 94, B.&O.-L.W., former Zanesville, Ohio and Cumberland Shop Signal Foreman, passed away on November 21, 1967. He was 71.

The officers and members of Local 94 extend their deepest sympathy to his family.

G. F. Hammond

Robert H. Walsh, member of Local 120, Boston & Maine Railroad, passed away December 27, 1967. He was 44.

Brother Walsh was an Assistant Signalman at Boston, Mass. He had 25 years of service.

Survivors include his widow, 5 sons and a daughter, to whom the officers and members of Local 120 extend their deepest sympathy.

Ed.

Guy D. Halsey, retired member of Local 8, Union Pacific, passed away December 1, 1967. He was 82.

Brother Halsey maintained signals on Wyoming's Continental Divide for 35 years before retiring in 1947. Seldom did a Halsey signal burn the red oil, for where the switches lay and the curves began, he pinned green jewels on the robe of night. His booming laugh eased the work in any weather save on a rare day when the wild flowers danced in their blue modesty. Then, like a silent giant, he tiptoed across the Divide as if he were trying to keep the magic spell forever.

Masonic services were held to honor his memory and work in Rawlins, Wyo.

Local 8 officers and members extend their sympathy to his son, Dr. Guy M. Halsey, and his two sisters.

Hugh Irwin

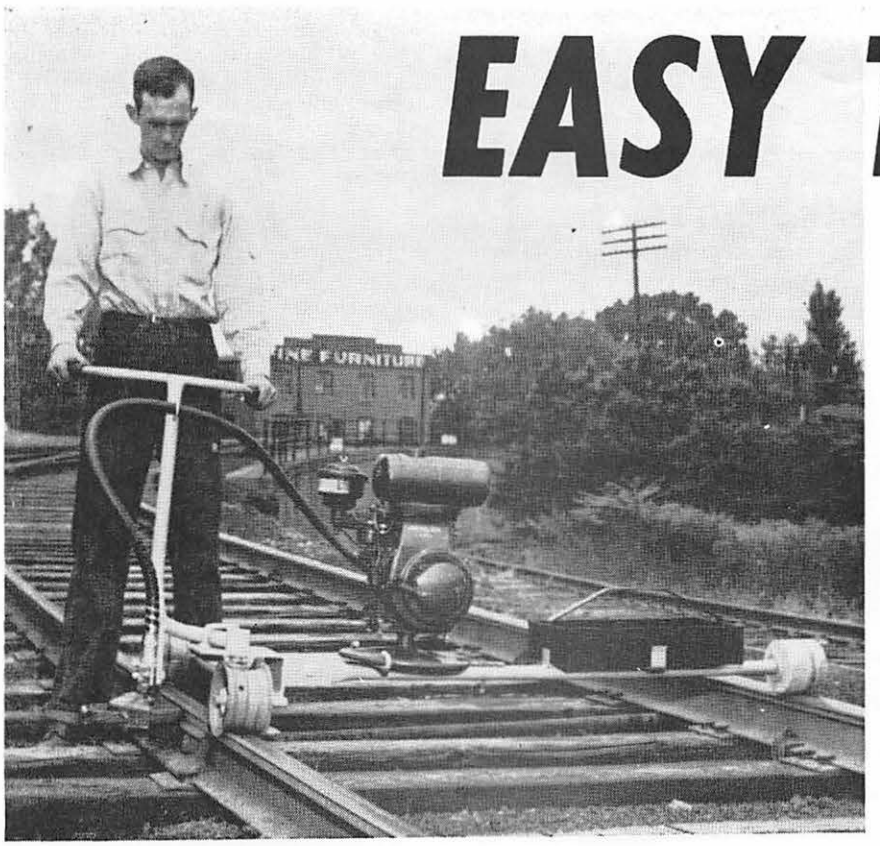
William H. Degenhart, retired member of Local 132, Terminal Railroad Association of St. Louis, passed away December 18, 1967. He was 90. Brother Degenhart was employed as a Signal Testman when he retired in December 1957.

The officers and members of Local 132 extend their deepest sympathy to the surviving members of his family.

W. Mueller

Dynes Gilpin, retired member of Local 88, New York Central-Hudson Division, passed away December 10, 1967. He was 75.

Brother Gilpin started in the Signal Department in 1912 and retired in



EASY TO USE

MODEL 300 AY

RAILBOND GRINDER

The Railbond Grinder is designed to make your job easier. It will prepare the rail joint surface for a perfectly welded bond. The easy to operate handle bar control assures even pressure on the grinding wheel. Ask your supervisor to contact us soon.

RACO PRODUCTS ® ENGINEERED FOR LONG LIFE

Railroad Accessories Corporation

Main Office and Plant: 4650 MAIN STREET N.E., MINNEAPOLIS, MINN. 55421
Office and Plant: 7615 NATIONAL TURNPIKE, FAIRDALE, KY. 40118

IN CANADA: Vale Enterprises, Ltd., 352 Dorval Ave., Dorval, Quebec

1963. He received a gold life-time pass for 50 years of service.

He is survived by his widow to whom the officers and members of Local 88 extend their deepest sympathy.

ED.

K. Borland, Local 165, Canadian National Railway, passed away November 17, 1967, as the result of an automobile accident which occurred while he was performing his duties as a Signal Maintainer at Simcoe, Ontario. He was 27.

Brother Borland is survived by his widow, Donna, and two children, to whom the members of Local 165 extend deepest sympathy.

D. H. MAJURY

John F. Ferg, Local 6, Soo Line Railroad, was fatally injured when his automobile and another car were involved in a head-on collision on November 12. He was 21.

Brother Ferg was working as a Signalman in Crew No. 1 at the time of his death. He is survived by his parents, one brother and two sisters, to whom the officers and members of Local 6 extend sincere sympathy.

R. P. HODSDON

John Craft, retired member of Local 80, New York Central Railroad, passed away November 13. He was 75.

Brother Craft was the leading signal maintainer at Rensselaer, New York and retired October 31, 1958. He had been a member of Local 80 since 1920.

The officers and members of Local 80 extend their sympathy to the surviving members of his family.

J. A. WEININGER

D. D. Wilson, Local 104, Southern Pacific, passed away November 22, 1967. The officers and members of Local 104 extend deepest sympathy to the surviving members of Brother Wilson's family.

FRANCIS R. SMELTZER

R. T. Brooks, Local 104, Southern Pacific, passed away on November 26, 1967. The officers and members of Local 104 extend sincere sympathy to the surviving members of Brother Brooks' family.

FRANCIS R. SMELTZER

Daniel Boone Stevenson, retired member of Local 89, Chesapeake & Ohio Railway, recently passed away. Final rites for Brother Stephenson were held at Blue Ridge Memorial Gardens, Beckley, West Virginia, on November 8, 1967. He was 72.

Brother Stephenson retired in 1960, after completing more than 40 years of service in the C. & O.'s Signal Department. He was a former local chairman on the Hinton Division and lived at Prince, W. Va. for more than 30 years. Brother Stephenson was a well liked and respected member of the Brotherhood of Railroad Signalmen.

He is survived by his widow, one son and two daughters, to whom the officers and members of Local 89 extend sincere sympathy.

LACY R. ANDERSON

J. W. Cusack, leading signal maintainer, New York Central Railroad, at Albany, New York, passed away suddenly November 10. He was 65.

Brother Cusack lived in Troy, New York and had 44 years of service with the company and had been a member of the Brotherhood for 42 years and 6 months. He was always a good loyal member, was well liked and will be missed by all who worked with him.

He is survived by his widow, Mary, son, James, and daughter, Mrs. William Birk. The officers and members of Local 80 wish to offer their sincere sympathy to his widow and family.

J. A. WEININGER

Lewis O. Deaver, retired member of Local 48, Pennsylvania Railroad, passed away September 17, 1967. He was 75.

Brother Deaver started his railroad career as a signal fitter's helper at Oxford, Pennsylvania. He was employed as a signalman at Wilmington, Del. at the time of his retirement on December 14, 1957, after 41 years of service.

The officers and members of Local 48 extend sincere sympathy to the surviving members of Brother Deaver's family.

T. E. ALBRIGHT

Howard M. Cage, retired member of Local 48, Pennsylvania Railroad, passed away December 12, 1967. He was 73.

Brother Cage commenced his railroad career on the Baltimore & Ohio Railroad, later transferring to the Pennsylvania where he held positions from signal fitter to engineer T. & S. He was employed as an assistant inspector at Wilmington, Del. at the time of his retirement on August 13, 1962.

The officers and members of Local 48 extend deepest sympathy to the surviving members of Brother Cage's family.

T. E. ALBRIGHT

L. R. "Doc" Lindsay, retired member of Local 48, Pennsylvania Railroad, passed away December 15, 1967. He was 74.

Brother Lindsay started his railroad career as a signal maintainer and later worked as assistant foreman, assistant inspector, and was foreman at Perryville, Maryland at the time of his retirement on September 1, 1961, after 42 years of service.

The officers and members of Local 48 extend deepest sympathy to the surviving members of Brother Lindsay's family.

T. E. ALBRIGHT

MOVING? LET US BE THE FIRST TO KNOW

When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

Name _____

Lodge No. _____ **Cert. No.** _____

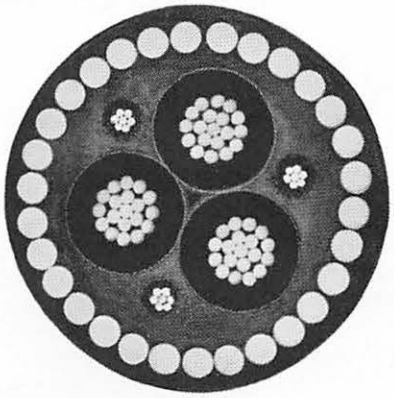
Street or Box Number _____

City _____ **State** _____ **Zip Code** _____

on guard

This is a nest of grouse eggs. A nest is a fragile concatenation of twigs, built by a delicate creature with no hands, but it is built to do a job, and it does that job to perfection. Within one classic circle, a nest is a home, a bed, and a protective shelter.

Below is a "plan" of a Kerite cable. Cables may look alike in cross-section, but a Kerite cable is as different from other cables as a nest is from random twigs. Kerite is built to do its job to perfection. Only the right combination of proved materials, engineering, experience, and technique makes it possible. The Kerite Company, 30 Church Street, New York, N. Y. 10007.

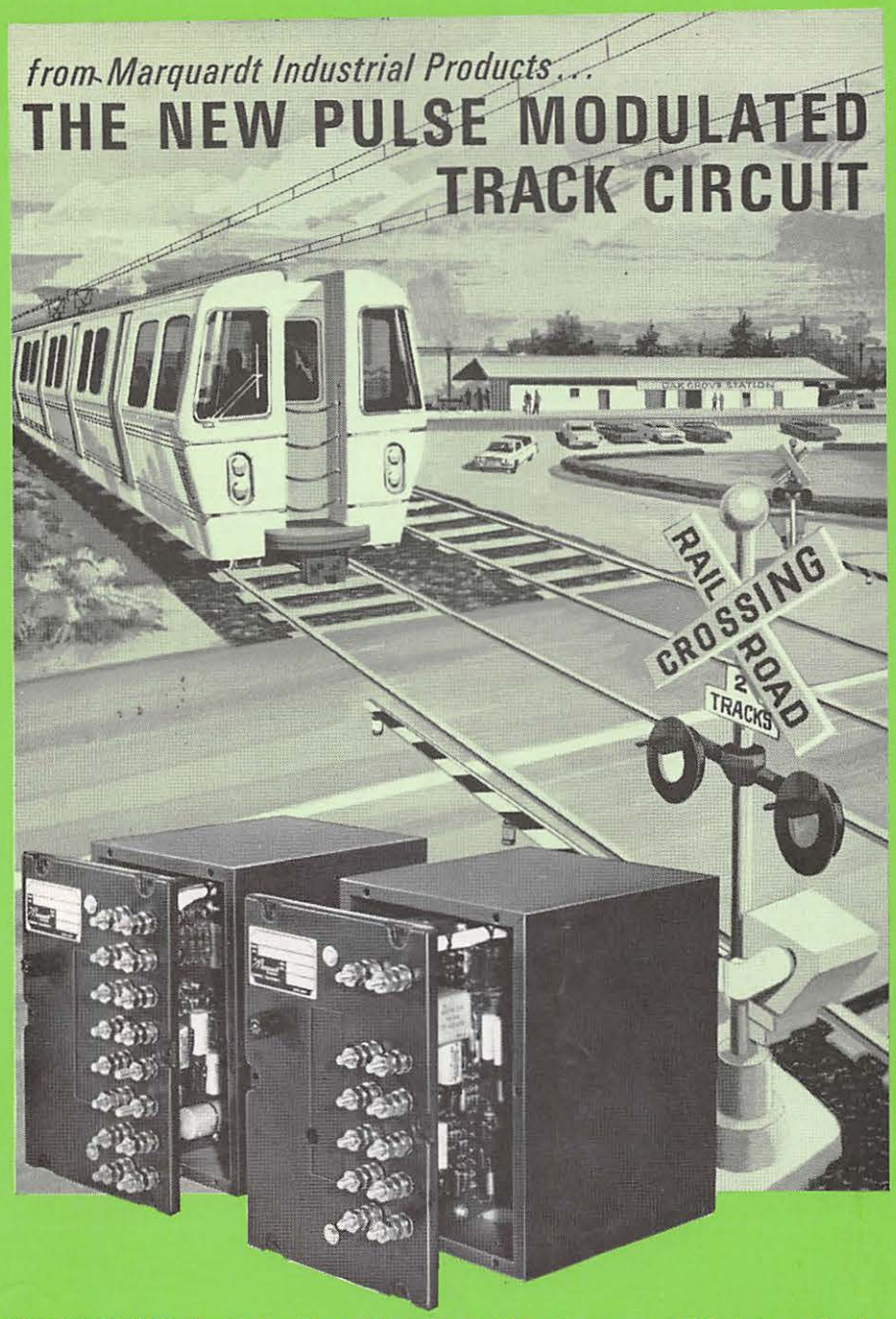


Kerite

the cable that lasts...and lasts...and lasts...

from Marquardt Industrial Products...

THE NEW PULSE MODULATED TRACK CIRCUIT



MIPCO INTRODUCES the Pulse Modulated Track Circuit, a new solid state audio frequency system now available in configurations which operate compatibly *with A.C. or D.C. electric propulsion currents, D.C. coded track circuits, A.C. signal circuits, and coded cab signals.* This latest MIPCO addition to a broad line of electronic grade crossing and signal control systems operates on a unique pulse modulation technique which overcomes external interference problems characteristic of conventional tone devices. Requirements for insulated joints and impedance bonds are minimized or eliminated entirely, depending upon specific applications.

FEATURES OF THE MIPCO PULSE MODULATED TRACK CIRCUIT

- Eliminates most insulated joints and impedance bonds!
- Up to 11 operating frequencies with selective pulse modulation rates!
- Increased power output; low power drain!
- Maximum operational security through a digital code modulation system!
- Reliable fail-safe operation under extreme environmental conditions!

Ask your MIPCO representative about the PMTC family of products and the complete line of electronic track circuits and grade crossing protection systems designed for your specific applications.

MARQUARDT INDUSTRIAL PRODUCTS

SYSTEMS AND COMPONENTS TO SERVE THE RAILROAD INDUSTRY

MIPCO offers an expanding product line and diversified services to meet the continuing demand for modernization by the railroad industry. Call upon MIPCO for new systems and components for improved, efficient service at lower operational and maintenance costs.

Railway Signals & Controls
2771 No. Garey Avenue
Pomona, California
- *Grade Crossing Predictor Systems (GCP)*
- *Electronic Track Circuits (ETC)*
- *Pulse Modulated Track Circuits*
- *Constant Voltage Rectifiers*

Chicago Division
4320 W. Montrose Avenue
Chicago, Illinois
Howard & Gould Products
- *Signal Rectifier and Transformer Systems*
- *Tie-boring and Bonding Drills*

R. W. Neill Products
- *Communications Systems for Railway Classification Yard Applications*
- *Communications Consoles, Voice Paging Systems, Loudspeakers, Related Components*
- *Radio Control Equipment, Solid State Amplifiers, Remote Line Test Units, Power Supply Systems*

REGIONAL OFFICES:
Chicago: 4320 W. Montrose Avenue
Philadelphia:
1617 John F. Kennedy Blvd.
Jacksonville, Florida:
1914 Beachway Road
Canadian Representative:
Vale Enterprises, Ltd.
1120 Claire Crescent
Lachine (Montreal), Quebec, Canada

RPI
RAILWAY PROGRESS INSTITUTE

MARQUARDT INDUSTRIAL PRODUCTS CO.